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The Signalman's Journal

Volume 80, Number 4 August 1999

In Memory of Richard R. Foley, Grand Lodge Officer 1984-1999

"Richard served this organization well. He was willing to make the hard decisions concerning BRS finances and accepted the reponsibility of those decisions. Richard was one of my most constant supporters and his leadership and friendship will be sorely missed not only by this organization, but by all of rail labor."

W. Dan Pickett
International President, BRS

Attempted 'Raid' by UTU on BLE Draws Sanctions from AFL-CIO

In action taken on July 1, the AFL-CIO imposed sanctions on the United Transportation Union for attempting to raid the membership of the Brotherhood of Locomotive Engineers. In what was deemed to be a clear violation of the AFL-CIO's Constitution, the sanctions mark the latest clash in a long standing battle between the UTU and the BLE. This latest skirmish was prompted by UTU's application to the National Mediation Board seeking a determination that trainmen, conductors and engineers comprise a single "craft or class" at Union Pacific Railroad.

"By imposing these sanctions under Article XX, of the federation's constitution, the AFL-CIO has sent a strong message to the UTU that it will not condone this type of hostile takeover action against one of its member organizations," said BRS International President W. "Dan" Pickett.

Made in America?

"Made in America," some people think this is a insignificant label in today's global market. Those people have never heard of Victor Automotive Inc., corporate chief Michael Braverman.

The Des Plaines, IL, executive faces up to six months in prison after being convicted of an obscure federal crime that forbids people from removing labels showing where foreign products are made and replacing them with "Made in the U.S.A." logos.

According to court records, employees at Victor Automotive were told to remove made-in-Taiwan labels from 420,000 tire-pressure gauges, replace them with "Made in the U.S.A." labels, put them in packages that also said "Made in the U.S.A.," and shipped them to Kmart for resale.

Prosecutors believe Braverman is the first person here to be convicted for violating the almost 70-year-old statute. Only one person nationwide was convicted of the crime last year, according to Justice Department records analyzed by TRAC, a Syracuse University data bank.

Braverman will be sentenced Oct. 14. He faces a fine of $40,000 and up to six months in prison. Separately, his company, which employs about 150 people at its Des Plaines facility. has agreed to pay $80,000.

His troubles began in late 1993 when he entered into a national contract with Kmart, according to court records. He promised he would stock Kmart stores nationwide with tire-pressure gauges sold under the "Monkey Grip" trademark. And he specifically promised, in writing, that they'd be made in the United States.

Unable to locate cheap gauges domestically, Braverman ordered thousands from Taiwan. The Taiwanese label was engraved on a pocket clip slipped around each gauge. Braverman had his employees slip off the clips and replace them with ones sporting the American-made designation he admitted in court.

U.S. Customs agents raided Victor in late 1994 and found 37,000 tire gauges in U.S.A. packages. They said 420,000 had already been shipped. The gauges retailed for about $1.99 apiece, said Assistant U.S. Attorney Daniel Parish.

Workers are Winning More Union Elections, Statistics Show

New federal statistics released recently show that workers are holding and winning more union elections than in previous years, and the elections are for an increasing number of workers. The statistics were compiled by the Bureau of National Affairs from National Labor Relations Board (NLRB) data for 1998.

"Today's statistics are good news for American workers, because growing unions mean better jobs and stronger communities," said AFL-CIO President John Sweeney.

The Signalman's Journal

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DIRECTORY

NATIONAL HEADQUARTERS:
601 West Golf Road, Box U
Mount Prospect, IL 60056-9048
(847)439-3732 Fax: (847)439-3743
email: signal@brs.org
Dan Pickett, International President
(Ext. 18) email: jd@netwave.net
Walt Barrows, International Secretary-Treasurer
(Ext.10) email: brsist@worldnet.att.net
Charlie McGraw, International Vice President - National Railroad Adjustment Board
(Ext. 26) email: cam@netwave.net
George Jones, International Vice President - Grand Lodge (Ext. 27) email: gej@netwave.net
Tim DePaepe, Director of Research
(Ext. 28) email: tjd@netwave.net
Jerry Boles, Publications Editor
(Ext. 24) email: jcb@brs.org

FIELD OFFICERS:
Dennis Boston, International Vice President - Northeast
(Ext. 12) email: BRSDC@aol.com
Leonard Parker, National Legislative Representative
(Ext. 11) email:BRSLP@aol.com
10 "G" Street N.E., Suite 440
Washington, D.C. 20002 (202) 628-5935
Floyd Mason, International Vice President-Southeast
email: fmason486@aol.com
571 North Highway 16
Denver, NC 28037 (704)483-1655
Joe Mattingly, International Vice President-Midwest
email: jlm@netwave.net
Box U, Mount Prospect, IL 60056-9048
(847)439-3732 (Ext. 25)
Val Van Artsdalen, International Vice President-West
email: brs west@aol.com
607 10th Street, Suite 102
Golden, CO 80401 (303) 278-0507

BOARD OF TRUSTEES:
Bill Saar Jr., Chairman
email: djsaar@aol.com
36 Newport Road
Island Park, NY 11558 (516) 897-2674
Bill Wilson, Secretary
P.O. Box 709
Silver Creek, GA 30173 (706) 295-2284
Mike Owens, Member
13022 County Line Road
Crown Point, IN 46307 (219) 988-5276

OFFICERS EMERITUS:
R.T. Bates, President Emeritus
32 Calle Frambuesa
Green Valley, AZ 85614
W.D. Best, Secretary-Treasurer Emeritus
10506 Highwood Lane
Sun City, AZ 85373
C.J. Chamberlain, President Emeritus
740 Saint Andrews Lane #33
Crystal Lake, IL 60014

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National Negotiations Begin November 1

PRESIDENT'S COLUMN

On November 1, 1999, the Brotherhood of Railroad Signalmen will serve its Section VI Notice (contract proposal) on most carriers party to the previous National Agreement. In preparation for those negotiations, the BRS sent out a National Negotiations Survey to all members covered by the National Agreement.

The response so far has been overwhelming. As I write this column over 40 percent of the affected membership has returned their surveys. The input from the responses will serve as a guide for the negotiating committee during national negotiations. The BRS negotiating team enters this round of negotiations ready to reach a fair and equitable agreement with the carriers. Signalmen have historically used every available means to reach a successful contract settlement. We look forward to good faith bargaining on a one-to-one basis with the carriers. Our last agreement was negotiated in this manner.

As this round of bargaining begins, an analysis of the railroad industry shows that the railroads are moving record numbers of freight and as a result continue to post record profits.

Since our last round of bargaining Burlington Northern has merged with the Santa Fe Railroad; Union Pacific has merged with the Chicago and North Western and Southern Pacific Railroads; and Conrail has been merged into Norfolk Southern and CSXT railroads. We have seen four Class I railroads spend massive amounts of money in order to expand and solidify their market base and increase their bottom line.

During these mergers, the railroads have tried to account for any problem that may come up. However, they have encountered the inevitable unseen bumps and the resultant service problems that occur when you take on mergers of this magnitude. The railroads have gone on record saying that in order to reap the benefits and gains in productivity that are a result of mergers, they need to continue operating as smoothly as possible.

To that end, the BRS is willing to do its part. This round of negotiations offers an opportunity for an early settlement. We are ready to meet the carriers at the negotiating table on November 1, and engage in good faith negotiations to reach that settlement.

Since our last agreement, BRS members have seen their territories and responsibilities expand while their manpower and free time decrease. They have been bombarded with new technologies that have required them to go back to school and obtain necessary training in order to maintain the level of safety that is expected and has become the norm in railroad signaling.

The BRS negotiating committee is ready to make gains in traditional areas such as: wages; health care benefits; personal leave and holidays. Additionally, they are ready to get recognition and compensation for the increased level of responsibility that BRS members have had to endure. The team is ready to address worker fatigue and quality of life issues. They are also prepared to fight for the inclusion of sick days. It is an absolute disgrace on the railroad's part, that BRS members have to endure 12 hour days, seven days a week, be on 24-hour call, work away from home, work in some of the most hostile weather conditions and yet receive zero sick days. The carriers think nothing of working BRS members to the point of exhaustion, which in turn makes them susceptible to illness, yet when they lay off to recuperate, BRS members are forced to use vacation time or take a day off without pay.

The time has come for the carriers to acknowledge and remedy this injustice.

We will work hard to correct this injustice and expedite the negotiating process in order to reach a fair and equitable agreement. That's what we said we would do during the last round of negotiations and that is what we did. However, if the Carriers fail to seize this opportunity and revert back to slow walking the process under the terms of the Railway Labor Act, then Signalmen are prepared to take their case for a fair and equitable settlement to any forum necessary.

I remain in solidarity,

W. Dan Pickett

LETTER TO THE EDITOR

TO: Brotherhood of Railroad Signalmen

Medical Report

In January 1960 while employed as a Signal Maintainer for the Chicago Rock Island and Pacific RR at Hutchinson, Kansas, I was working at the crossing signal at Arlington, Kansas renewing the operating battery, which was the Edison Copper, Oxide, Zinc and Caustic Soda type in glass jars. Some of the caustic soda spilled onto my right shoe, there was a light snow on at the time and the crystals dissolved, and at the time seemed to be of no concern.

When I removed my shoe that evening after work I noticed a red rash on top of my foot. I talked to the Rock Island company doctor that spring and he was of the opinion that it was of no concern and would eventually heal. I continued working until I retired in 1979 and remained active.

In 1998 on February 14, I was stricken with a flu virus that disrupted my immune system. Open sores formed in the area where the caustic soda and infection entered my system causing an inflammation that nearly resulted in the loss of my right leg. After an extended stay in the hospital the infection was stabilized but I still had open sores on my foot in the area of the caustic soda burn.

Efforts were made to promote healing and in late December of 1998 I was referred to a dermatologist who diagnosed a type of skin cancer, and scheduled me for a skin graft operation at Wesley Medical Center for February 2, 1999. Needless to say the operation was successful and after about four months of rehabilitation I am getting to the point where I am able to walk, tend my garden and mow my lawn.

This information may possibly be of help to another brother who has been exposed to similar situations.

Fraternally yours,
Retired Member Lawrence E. Case

P.S. Please forgive the irregularities in the above letter. The old saying "you can't teach an old dog new tricks" is partly true. I'm trying to be able to work with a computer and am making some progress, but am far from being computer literate.

I will be 82 this July and am enjoying my retirement, but I of course can't do much about it, but I don't recommend getting "old".

Letters appearing in this column do not necessarily represent official BRS position or policy. Parties wishing to write the Editor should address their letters to:

The Signalman's Journal
Box U
Mt. Prospect, IL 60056

The Signalman's Journal reserves the right to edit letters for clarity, punctuation and length. All letters must be signed; however, names will be withheld from publication upon request.

RAIL LABOR HAILS LANDSLIDE VOTE BY HOUSE TO SLASH AMTRAK REFORM COUNCIL FUNDING

Pledges to Continue Campaign to Expose ARC's Destructive Motives

Washington, DC . . . Hailing an overwhelming bipartisan vote this afternoon by the House of Representatives to slash funding by 40 percent for the Amtrak Reform Council (ARC), rail unions representing Amtrak's 20,000 workers called on the Senate to "finish the job and pull the plug on ARC's funding." The House adopted, 289 to 141, an amendment offered by Rep. Robert Andrews (D-NJ) to cut ARC funding by $300,000 to last year's level of $450,000.

"The ARC continues to pursue an anti-Amtrak agenda that promises to derail the efforts of Amtrak and its employees to build a first-class passenger railroad," said Robert Scardelletti, chairman of the Rail Labor Division of the Transportation Trades Department, AFL-CIO (TTD). "We commend Rep. Andrews and a bipartisan majority for seeing through the destructive motives of the ARC and getting us closer to the ultimate goal of zeroing out funding for this body."

The ARC was created as part of Amtrak reauthorization legislation enacted in 1997. Its stated mission is to provide a financial assessment of Amtrak and report its findings to Congress, though it has been highly criticized by lawmakers on both sides of the aisle and rail labor.

"Instead of offering sensible proposals and working to secure a strong future for Amtrak and its workers," Scardelletti added, "the ARC has staked out a blatant agenda to undermine and ultimately dismantle our national passenger rail carrier."

The RLD was joined by its parent organization, TTD, whose president Sonny Hall told lawmakers in a letter prior to the vote: "...providing taxpayer dollars to support this panel's work exposes Amtrak to unnecessary political attacks by individuals who seem wedded to Amtrak's demise. It is time to stop playing games with Amtrak's future."

NJT Positive Train Control Demonstration

On June 3, 1999, members of the Railroad Safety Advisory Committee (RSAC) Positive Train Control (PTC) rule-making took part in a demonstration of New Jersey Transit's (NJT) Advanced Speed Enforcement System (ASES).

On February 9, 1996, NJT experienced a near head-on collision between two scheduled passenger trains, resulting in three fatalities at a busy interlocking in Secaucus, NJ. To prevent similar accidents and improve safety, a decision was reached to equip all lines with automatic enforcement systems to supplement the existing wayside signaling systems. NJT's project is organized in two phases. The short-term phase equips all of NJT's territory with some form of enforcement system. The long-term phase ends with all of NJT's territory equipped with a system that meets the core feature safety functions of Positive Train Control (PTC), as defined by the FRA RSAC.

RSAC PTC members and employees of NJT prepare for the NJT ASES/PTC demonstration.

The project adds Automatic Train Control (ATC) and Positive Train Stop (PTS) to existing or improved wayside signal systems. By integrating these two complementary systems into what is known as the ASES, the safety goals are accomplished by enforcing temporary and permanent speed limits, signal indications, and positive stops at "Stop" or "Stop and Proceed" signals.

NJT operates about 310 scheduled trains daily over portions of Amtrak's Northeast Corridor (NEC) where FRA requires ATC equipment. NJT's entire fleet of locomotives, cab cars, and multiple-unit passenger cars are equipped with this system to allow them to be used on any territory over which they might operate. The wayside portion of this system transmits a continuously coded 100 Hz high-level carrier current through the rails to an approaching train. The discrete rates at which the carrier current is coded correspond with the wayside signal aspects so that the information transmitted to the train can be used to repeat the signals in the cab of the train. The on-board equipment decodes the cab signal rates received by inductive pickup from the rails. It provides 4-aspect cab signals, or 9-aspects on a future system to be installed on the NEC with a 100/250 Hz carrier signal. The cab signals instantly reflect any changes in conditions governing the safe movement of the train. The system requires the train engineer to acknowledge any signal downgrade, and enforces an associated speed limit for each cab signal aspect providing automatic speed control. A change to a restricting cab signal (code-change) is provided before the train reaches a wayside stop signal.

The PTC system provides digital data to trains intermittently only as they pass over transponders along the tracks. Fixed transponders located at each wayside signal are encoded with the permanent features of the railroad such as milepost location, speed limits, and grades. They are also interfaced with the circuits that control interlocking and automatic signal aspects and dynamically adjust their message to transmit the signal aspect. Responding to a 27.115 MHz magnetic down link from the passing train, each transponder will communicate 180 useful bits of information at 50 Kb/s to the train on a 4.5 MHz up link. The fixed transponders are logically linked so that at any point, the system knows the expected location of at least the next transponder. Portable transponders will be used to enforce temporary slow orders and work zones. They will be located at a safe braking distance away from the restricted zone, much as the approach and approach speed limit signs are used today. Obtaining the physical as well as dynamic features of the railroad will allow the on-board computer to enforce a target speed limit or

stopping point with a precision braking profile without the need to maintain an on-board database.

On-board space constraints require a fully integrated ATC/PTS system reusing existing wiring and giving full 9-aspect cab signaling. Therefore, the on-board ASES computer integrates PTS target speed and positive stop enforcement features with the ATC system and conveys the information continuously to the locomotive engineer on a readily interpreted graphical display. It operates in conjunction with, and enhances the capabilities of existing and future ATC systems, and is functionally compatible with the Advanced Civil Speed Enforcement System (ACSES) and 9-aspect high-density ATC being installed on the NEC high-speed lines. This will preserve the interoperability necessary for the NJT fleet to operate fully on the Northeast Corridor (NEC). Other railroads operating over NJT PTS-equipped lines will be required to have their trains equipped with PTS, unless the FRA wavier precludes this requirement.

A NJT engineer operates the train during the ASES/PTS demonstration.

Short-Term Project Phase Description

Using BRS members, NJT is adding the wayside equipment and circuitry to provide 4-aspect ATC on an additional 252 track miles in 152 route miles of existing signaled territory. ATC coverage will increase to about 83% of its property.

Design and installation of the ATC portion of the project is by BRS members, at a cost of $23 million. As of May 1, 1999, four Metro-North cab cars and 197 track miles of wayside equipment have been placed in service, with completion expected late in 1999.

In December of 1997, Union Switch and Signal (US&S) was awarded a contract to design and furnish the complete ASES, including a demonstration on 5 types of motive power and control cars. The ASES will be installed on 109 locomotives and cab cars and the intermittent PTS equipment will be added to 46 track miles where existing signal systems will not be immediately equipped with ATC. The contractor will perform on-board installation; wayside installation is in-house. The portion of the contract awarded is $16.6 million. The schedule called for a functional demonstration in June of 1998, but integration issues delayed the project and final prototype demonstration occurred in March and April of 1999. Current projections have the functional system in service by December of 1999.

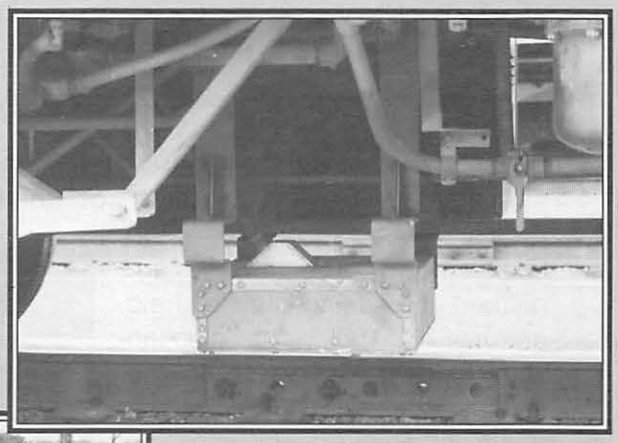
Long-Term Project Phase Description

The five-year project calls for installation of the complete ASES throughout NJT's Commuter Rail System. Included with the installation of ATC on the remaining portion of NJT's property is bi-directional signaling where only Automatic Block Signaling exists today, microprocessor-based grade crossing predictors for highway crossing control, and vital processor interlockings. In-house forces will perform this installation.

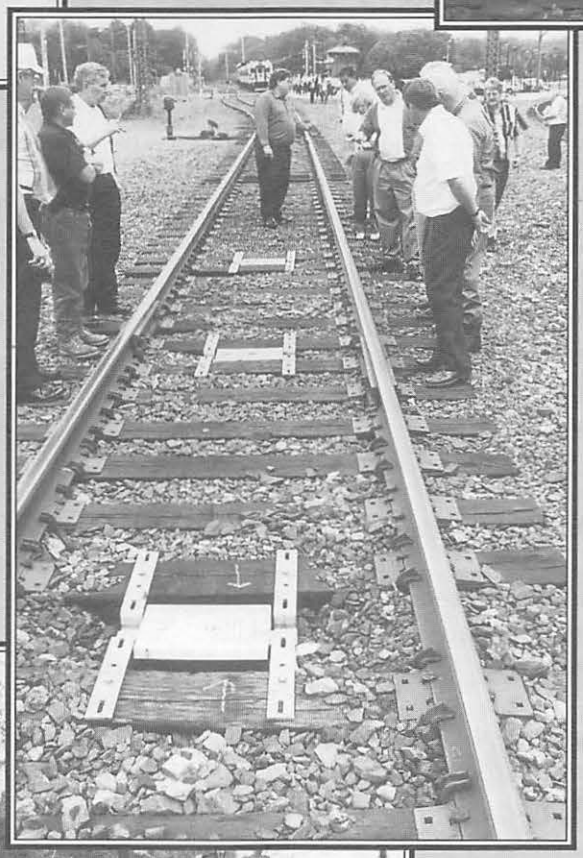
The ASES contract includes the options to equip NJT's remaining fleet of 244 locomotives, MUs, and cab cars, as well as the design and furnishing of the wayside portion of the system on 423 track miles in 264 route miles. It will be overlaid on existing electrified and diesel-only territory that is already equipped with the 100-Hz 4-aspect ATC. This would bring the total contract to $43 million (not including force account installation).

To have a functioning system on NJT property in the shortest time, the best results are obtained by integrating both systems.

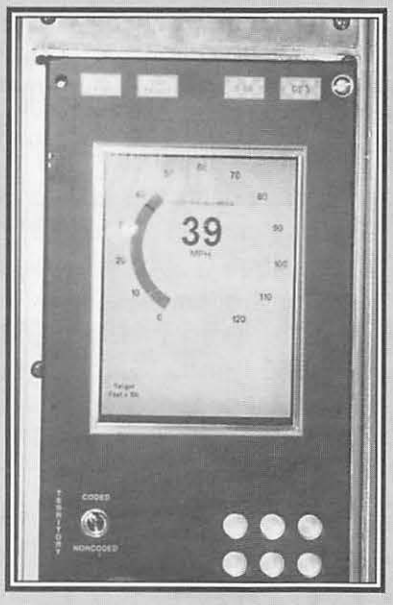
(r-l) BRS Director of Research, Tim DePaepe pauses for a photograph during the demonstration with Grady Cothen, Jr., FRA Deputy Associate Administrator for Safety Standards.



The ASES On-Board Antenna is mounted under the train.



One active and two passive RF Transponders are mounted between the tie spaces at a wayside signal location.

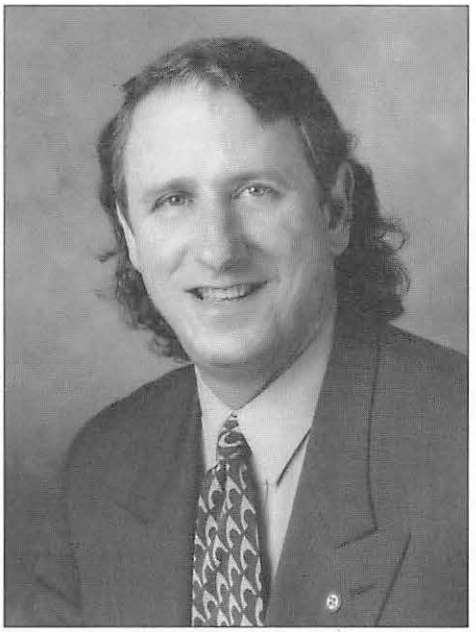


The green band on the Speed Display Unit informs the engineer of the maximum authorized speed and the black mark and numerals show current speed during the ASES/PTS demonstration.

A NJT commuter train on the Main Line in Newark, New Jersey.

W.A. BARROWS ELECTED AS BRS INTERNATIONAL SECRETARY-TREASURER

W.A. (Walt) Barrows has been unanimously elected to the position of International Secretary-Treasurer of the Brotherhood of Railroad Signalmen at a special election held on July 1, 1999. The election was held as a result of the vacancy that was created by the death of Richard R. Foley on June 27, 1999.



Barrows was serving as the General Chairman of the Norfolk Southern General Committee and also as Secretary of Trustees at Grand Lodge. He has been a Union officer for the past 20 years and has held the office of General Chairman since 1990. Most recently, Barrows was appointed to fill a vacant position on the Grand Board of Trustees on August 8, 1996, a position to which he was elected at the 1998 BRS Convention.

Born in Cleveland, Ohio on November 18, 1955, Brother Barrows began his railroad career as a Maintenance of Way worker on the Norfolk and Western Railway in 1974.

After transferring into the Signal Department on the N&W later the same year, Brother Barrows held the position of Signal Helper, Assistant Signalman, Signalman Maintainer, and Signal Testman.

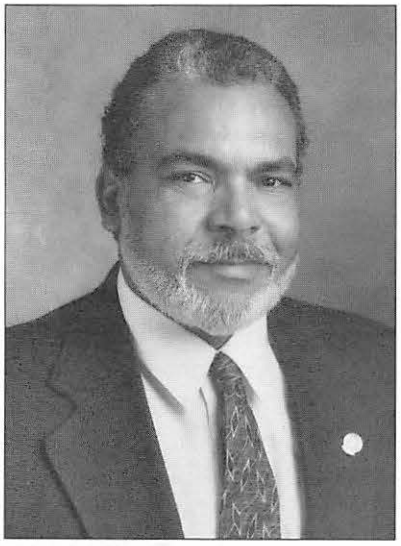
Brother Barrows held numerous positions in Local 199 including Vice President and Recording-Financial Secretary. After Local 199 was merged into new Local 228, he also held the position of Local Chairman. He has also served the Norfolk Southern General Committee as Vice General Chairman and Assistant General Chairman.

Barrows attended Kent State University from 1988 through 1989 and as part of his continuing education, Brother Barrows has attended the AFL-CIO George Meany Center for Labor Studies taking such courses as: Organizing under The Railway Labor Act, the Craft of Negotiating, Negotiating & Writing Contract Language and Advanced Bargaining Skills.

Currently residing in Mineral City, Ohio, Brother Barrows and his wife Linda have been married for 24 years and have three children, Tanya, 23, Melissa, 21, and Andrew, 17.

L. Parker, Jr., Appointed Grand Lodge Representative

BRS International President W.D. Pickett has announced the appointment of Local 77 member L. Parker, Jr., as Grand Lodge Representative. He is currently assigned to the Brotherhood's Washington, D.C., office as the National Legislative Representative. Brother Parker, 50, served as Assistant General Chairman of the Norfolk Southern General Committee, Local Chairman and Local President of Local 77 Norfolk and Western before his appointment as Grand Lodge Representative. He began his railroad career on February 14, 1972 as a helper in Signal Construction. In April of 1973, he worked as an Assistant Maintainer in Petersburg, Virginia. He held various Maintainer positions on the Norfolk Division in the state of Virginia. He was a



Signal Maintainer at Bridge 7 in Chesapeake, Virginia at the time of his appointment.

Brother Parker was first elected second Vice President of Local 77 in the 80's, he was Elected Local Chairman Norfolk Division in 1990, also elected Local President, Local 77 in 1996, elected Assistant General Chairman 1993. Brother Parker's other union activities included the formation of the Hampton Roads Rail Labor Coalition in the Tidewater area in which he served as President, until his appointment to Grand Lodge. Brother Parker was elected as a delegate and attended three BRS Conventions in 1991,1994, and 1998.

A resident of Norfolk, Virginia, Brother Parker was active in his local community serving as Deacon at New Hope Church Of God in Christ. He also served as Treasurer and board member of the New Hope Community Center, Vice President of the Lafayette Civic League for six years, Member of Community School Advisory Board and was appointed by the City Council to serve on various boards. He was elected as the President of the Norfolk Branch of the NAACP and a past President of the Community Network Association (CNA) - Moderator Trainers.

Growing up in Roanoke, Virginia he attended Lucy Addison High School class of 1967, and attended Old Dominion University in I980, at Norfolk, Virginia, Virginia Polytechnic Institute and State University (VPI) in 1996. Brother Parker was also trained at the George Meany Center Chemical Emergency Response Training 1997.

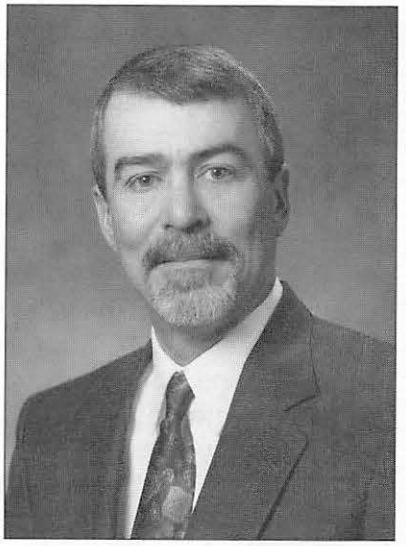
Brother Parker and his wife Tina have three children, Donna, Carol, and Leonard III.

J.C. Boles Appointed Publications Editor

On July 1, BRS President W.D. Pickett appointed J.C. Boles to the position of Publications Editor. Brother Boles was appointed Grand Lodge Representative in August of 1997. He is currently assigned to the Brotherhood's Headquarters in Mount Prospect, Illinois.

Brother Boles, 44, served as General Secretary Treasurer of the ATSF/KCS General Committee and Recording Financial Secretary of Local 161 prior to his appointment. He began his railroad career in January of 1977 as a B&B helper assigned to a Plains Division Bridge Gang. In November of 1977, Brother Boles transferred to the Signal Department where, for two years, he held various gang positions. He also worked one year on a Relief Signal Maintainer position, one year as Signal Maintainer at Shattuck, Oklahoma, and was a Signal Maintainer at Littlefield, Texas, for seventeen years before his arrival at Grand Lodge.

First elected Second Vice President Of Local 161 in 1981, Brother Boles served in that capacity until his appointment to Local Recording-Financial Secretary in 1986 and served in that position until 1993. Boles was elected to serve Local 161 as Local Chairman in 1993 a position that he held until 1996 when he was elected General Secretary Treasurer of the ATSF/KCS General Committee and RFS of Local 161. He held both positions at the time of his appointment to Grand Lodge. Boles also attended the 1994 Convention as a delegate of Local 161.



A resident of Littlefield, Texas since December of 1981, Brother Boles is a graduate of Tahoka High School in Tahoka, Texas. He graduated the ATSF signal training program in April of 1980 and has attended two Secretary training programs and Local Chairman's Training.

Brother Boles and his wife Donica have two children, Adam, 15 and Lindsey, 12.

RAILROADS SET NEW SAFETY RECORDS DURING 1998 - FEDERAL REGULATIONS PLAY KEY ROLE

The Federal Railroad Administration (FRA) has released their final safety statistics for 1998. According to the FRA, 1998 was the safest year ever on our nation's railroads in several areas. Grade crossing safety, employee safety and total rail-related casualties all registered their safest years ever. This fact is significant when you consider that, according to the Association of American Railroads (AAR) reports, our nation's railroads moved more freight 1998 than any previous year on record.

The FRA, in its report, indicated that the total number of rail-related injuries fell 2.6% while fatalities declined 5.2%. In fact, the report noted that more than 95% of all rail-related fatalities in 1998 involved either grade crossings accidents or trespass situations.

In the category of highway-rail grade crossings collisions the rates of fatalities and injuries both fell to new lows. Grade crossing collisions declined by 9.2%, fatalities from such collisions declined by 6.5%, and injuries resulting from such collisions fell by some 15.4%. Overall, grade crossing collisions have declined 39% since 1990, but on the other hand, the number of trespasser fatalities increased during 1998 by 0.6%.

"The significant decreases in employee on-duty fatalities and non-fatal injuries are a clear indication that the Federal Roadway Worker Regulations are working."

After viewing the statistics BRS President Dan Pickett said, "The decrease in grade crossing fatalities can be attributed to several factors. The FRA's active enforcement of Federal Grade Crossing Signal System Safety Regulations coupled with efforts of Operation Lifesaver and its local and national educational programs and increased law enforcement of motoring violations have all helped contribute to the improved safety of our nation's highway-rail grade crossings." Picket noted that the FRA first implemented the Federal Grade Crossing Signal System Safety Regulations effective on January 1, 1995 after the BRS had pushed the measures for some 22 years.

The 1998 report also indicated that total employee on-duty fatalities reached a new low of 27, down from the 37 reported in 1997. Also reaching a new low was the employee on duty fatality rate. It was down 28.6%. The employee non-fatal injury rate also declined to a new low of 3.26 per 100 full time employees, down 0.9% from 1997. Since 1990, the employee injury rate has fallen 57%.

"The significant decreases in employee on-duty fatalities and non-fatal injuries are a clear indication that the Federal Roadway Worker Regulations are working" said Pickett. These life saving regulations were jointly formed by BRS, FRA, AAR and Rail Labor and implemented effective January 15, 1997, by the FRA. Pickett went on to say, "The Roadway Worker Regulations are having a positive impact on the safety of our nation's railroad roadway workers. There was never any doubt in my mind that these were real live saving measures."

While the nation's railroads reported substantial progress on most safety fronts, the train accident rate (total train accidents per million train miles) was up above 1997's all time low. However, the fatalities (4) and injuries (129) associated with these accidents in 1998 were at an all time low.

The AAR noted that since 1990, Class I railroads have on average invested more than 16 percent of their revenues into capital improvements; this compares with an average of 3.5 percent for U.S. manufacturing industries.

"While the 1998 FRA Safety Statistics are encouraging, the FRA along with our nation's railroads, its workers and Rail Labor must all stay focused on the goal of zero fatalities, injuries and accidents within the high impact transportation industry. As we enter the next century of growth and change we must all redouble our focus on rail safety." said Pickett.

PEACE AND PROSPERITY GIVES US A CHANCE TO ADDRESS WORKING FAMILY NEEDS

THE WHITE HOUSE
WASHINGTON

I am pleased to have this opportunity once again to address America's working men and women in the special Labor Day edition of Press Associates.

As we stand at the dawn of a new millennium, our nation is enjoying a time of unprecedented peace and prosperity. Since 1992, we have experienced the longest peacetime economic expansion in American history, with nearly 19 million new jobs, wages rising at twice the rate of inflation, the highest percentage of home ownership, the shortest welfare roles and the lowest peacetime unemployment rate since 1957. We have fully restored fiscal soundness to the federal budget, with a budget surplus of at least $99 billion–the largest dollar surplus in American history.

With this robust economy, we have the opportunity–and the responsibility–to address the needs of America's working families. We must take advantage of the unique moment in time to reform Social Security and Medicare to preserve them for our children. We must ensure that these programs–the two greatest social programs in the history of the world–are there for our children in the 21st century just as they were there for our parents and grandparents in the 20th century. We must work together to enact a strong and enforceable Patients' Bill of Rights. And we must do more to support the millions of workers who give their all every day at home and at work by giving them a decent income and raising the minimum wage by a dollar an hour over the next two years.

As we observe this special day and pay tribute to America's workers, I thank you for your unwavering support and salute you for all you have done for our great nation. Working together, we can create a brighter future for all Americans.

Best wishes for a memorable Labor Day celebration.

Bill Clinton

Terence Powderly, first American working-class hero

By Craig Phelan

Although today he is all but forgotten, Terence Powderly was the first American working-class hero of national stature. As Grand Master Workman of the Order of Knights of Labor, he presided over the most significant and ambitious labor organization of the Gilded Age during its most critical period (1879-1893). At a time when employers and the public regarded labor associations with utter contempt, Powderly helped to transform a weak and secretive body of less than 10,000 members into a powerful, public movement that effectively challenged corporate control at the workplace and the two major parties at the polls. His clarion call for the solidarity of all who toiled helped to rally more than three-quarters of a million workers from every conceivable background-skilled and unskilled, black and white, male and female, immigrant and native-born-to the banner of Knighthood in 1886.

No other American labor leader before or since has even approached the level of respect and adulation accorded to Powderly. His immense popularity rested on his ability to articulate, forcefully and eloquently, the righteous indignation of working people as industrialization convulsed their lives and their nation. Gilded Age working people of all descriptions wrote poems, songs, and plays in his honor, hung his portrait in their homes and in their assembly halls, greeted his arrival in their communities as a triumphal celebration, and named their sons, their assemblies, and even their towns after him. In the eyes of his many followers, Powderly epitomized the ideals of the movement he led- courage, manliness, honor, and unswerving dedication to the principle of solidarity. Most agreed with the Indiana telegrapher who called him "our Moses," the man chosen by working people to "lead us through this 'Valley of the Shadow' of cursed rock-ridden monopoly and wage slavery."

Born in 1849 at Carbondale in the anthracite fields of northeast Pennsylvania, Terence was the eleventh of twelve children born to Irish immigrants Terence and Madge Powderly. Trained as a machinist, the slender, bespectacled, and mustachioed Powderly threw himself into labor's cause after losing his job during the bitter depression of the 1870s. In 1878 the working people of Scranton elected him to the first of his three terms as mayor, and the following year he was chosen to lead the Knights. Combating corporate power, Powderly argued, required more than simply organizing skilled workers along trade lines and striking for higher wages. The mass of unskilled workers must be brought into the fold, common problems facing all workers identified, and appropriate strategies hashed out through rational discussion in democratic fashion.

Once such a mighty army of the dispossessed was assembled, informed, disciplined, and committed to a course of action, he believed, no power could resist it. The ideals of America's revolutionary heritage would at last be safeguarded and made real.

The peak years of the Knights coincided with an impressive demonstration of worker militancy, the Great Upheaval of 1885-87, when an unparalleled wave of strikes, boycotts, and local labor party activity washed over the nation. Although recognizing that this outpouring of frustration had swelled the ranks of the Order and made it a force to be reckoned with, Powderly rightly worried that the Knights were still too weak and divided among themselves to unify their attack and strike a decisive blow. With frightened employees and politicians combining for a powerful counteroffensive, Powderly did his best to appease the forces of repression and maintain unity and discipline within the organization. But events were far beyond the control of any one man. Although the Order was crushed soon thereafter by industrialists and statesmen fearful of the growing might of his forces, Powderly's vision lingered for years as a vivid reminder of the unlimited possibilities inherent in an all-inclusive workers' crusade for empowerment.

Powderly's followers regarded him as a genuine and progressive labor leader valiantly struggling to create working-class

solidarity, but historians have insisted that Powderly is unworthy of our respect and attention. He was timid and vacillating, they claim. But no leader could have protected the membership from the vicious lockouts and blacklisting that crippled the Order by 1890. In the wake of the employer onslaught, Knighthood was consumed by internal acrimony, and Powderly himself was overthrown by one such coup in 1893. He never sought to regain his position, and until his death in 1924 he held a series of government posts in the Bureau of Immigration and Naturalization. For those who believe the American labor movement should unite all who toil regardless of race, gender, or occupation, for those who envision a workers' crusade that could challenge the prerogatives of the corporate elite, Powderly's successes and ultimate failure offer a host of valuable insights. His story is an object lesson in the promise and pitfalls of creating a true labor solidarity.

Craig Phelan is Lecturer in American Studies at the University of Wales, Swansea, and is the author of biographies of labor leaders William Green (1989) and John Mitchell (1994). His newest book, Grand Alaster Workman: Terence Powderly and the Knights of Labor, will be published next year.

BRS Listens to Proposals from Rail Labor

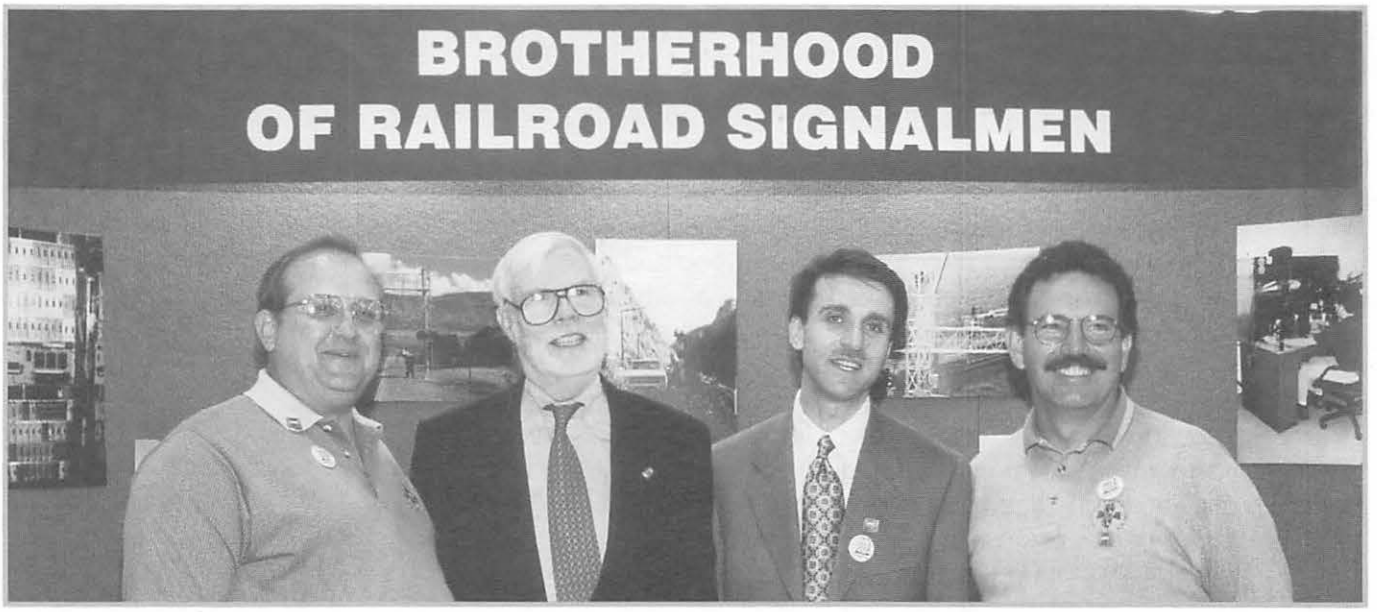
The Brotherhood of Railroad Signalmen recently met at Grand Lodge with members of the Brotherhood of Maintenance of Way Employees. This meeting was "fact finding" in nature to see what the two Organizations have in common as well as our differences and to see if there would be any benefit to our respective memberships in trying to combine some of our services. This exploratory committee was formed at the April 7 and 8, Grand Executive Council Meeting.

The BRS has had numerous requests from other rail labor organizations to discuss the possibility of some type of merger or affiliation that would allow for a combination of services. The Organization believes that it is our responsibility to explore any avenue that may lead to better service for our membership. This is not a call to merge with other organizations, the Constitution in Article I, Section 14, clearly states that a merger or joining with another Union cannot take place without Convention and member ratification. It is a desire to achieve open discussion on a topic that needs to be addressed.

Currently rail unions spend a lot of time and money being redundant in their efforts. As an organization we need to explore ways that we as rail labor can consolidate our resources, if possible, and achieve results that progress our interests as a whole in a positive direction. The issues we must be involved with seem to grow with each new day and the day is upon us to look at ways that rail labor can jointly achieve their goals.

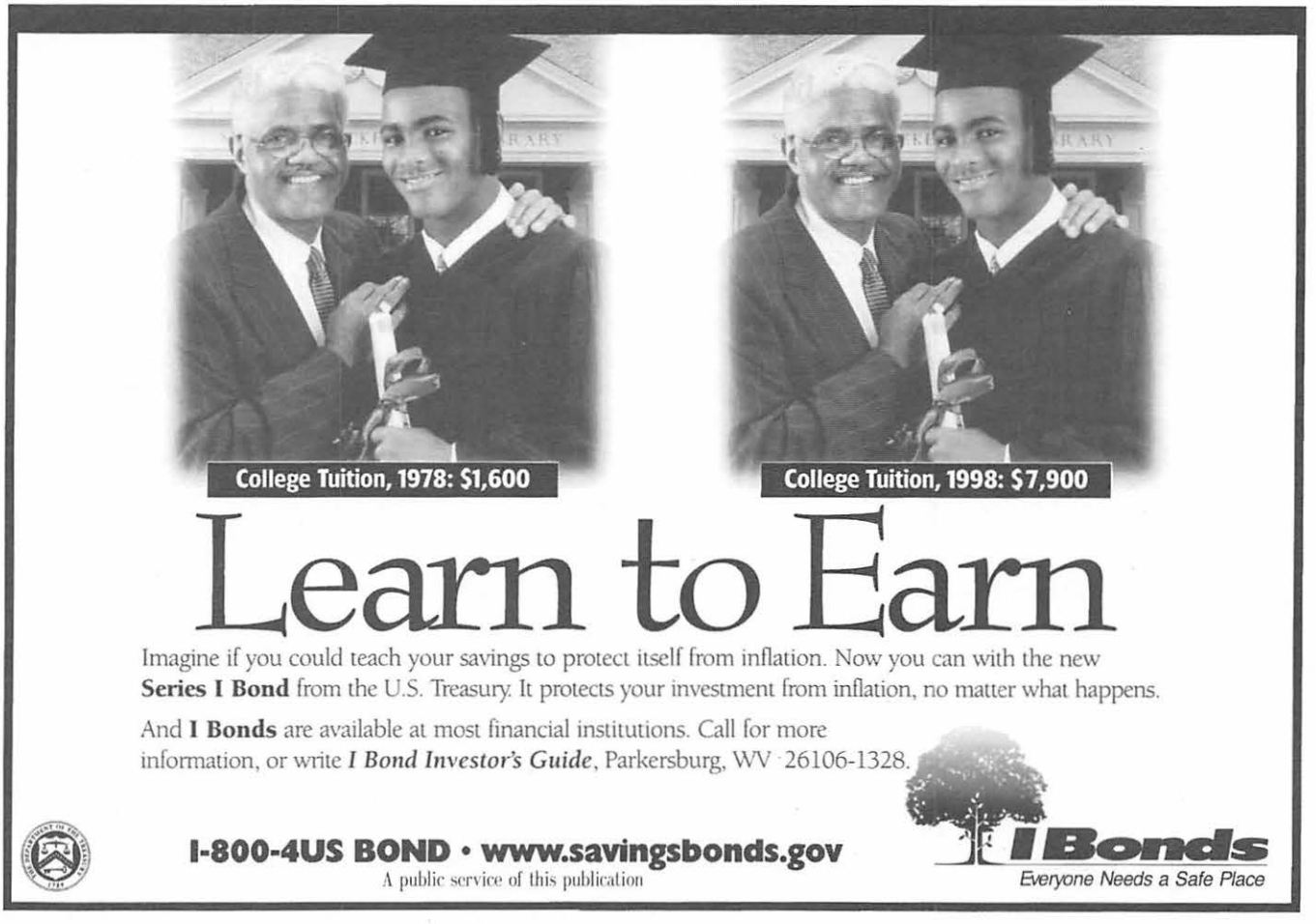
As an organization we have had our differences with the IBEW, the Brotherhood of Maintenance Way Employees has had disagreements with other organizations when it comes to representing the railroad mechanics and the United Transportation Union has had conflicts with the Brotherhood of Locomotive Engineers.

The time rail labor unions have spent fighting has weakened our efforts in areas that would better serve all union workers in the rail industry. We spend a lot of our time fighting within labor. Every organization should and must look at ways we can better communicate and achieve our common goals within the rail industry.



l-r, Richard R. Foley, International Secretary-Treasurer, BRS, Morton Downey, Deputy Secretary of Transportation, Edward Wytkind, Executive Director of the Transportation Trades Department of the AFL-CIO and Dennis Boston, International Vice President, BRS, at the 1999 Union Industries Show in Atlantic City.

1999 Union Industry Show Atlantic City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College Tuition, 1998: $7,900
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Everyone Needs a Safe Place

BRS International President W. Dan Pickett addresses the participants at the BLE rally.

BLE Rally Washington, DC

Fighting to protect the craft of locomotive engineer and preserve its 136 years of heritage and tradition, the Brotherhood of Locomotive Engineers staged a rally and march in Washington D.C. on July 6.

Nearly 1,000 unionists marched through the streets of the nation's capital, protesting an effort to eliminate the craft of locomotive engineer. Locomotive engineers were joined by members and officials of the Brotherhood of Maintenance of Way Employees, Transportation Communications Union, Brotherhood of Railroad Signalmen, International Brotherhood of Teamsters, International Association of Machinists, and other AFL-CIO unions.

The rally coincided with the first day of hearings by the National Mediation Board on an application by the United Transportation Union to create a single craft of operating rail crew member, and to hold a winner-take-all representation election on the Union Pacific Railroad.

The UTU is arguing that the crafts of locomotive engineer, conductor, brakeman and switchman "have been blurred to the point of extinction," but evidence submitted on July 6 by Union Pacific suggests otherwise. The data shows that, over a three-month period, 98 percent of all working engineers performed only as engineers, and 97 percent of non-engineers performed only as non-engineers.

"The BRS knows this is not just a BLE fight. We know that the decision by the NMB on this issue affects all of Rail Labor and possibly all Unions. That is why we must stop this attack against the BLE members."

—W. Dan Pickett, International President, Brotherhood of Railroad Signalmen.

Happy Labor Day! But, not in Saipan

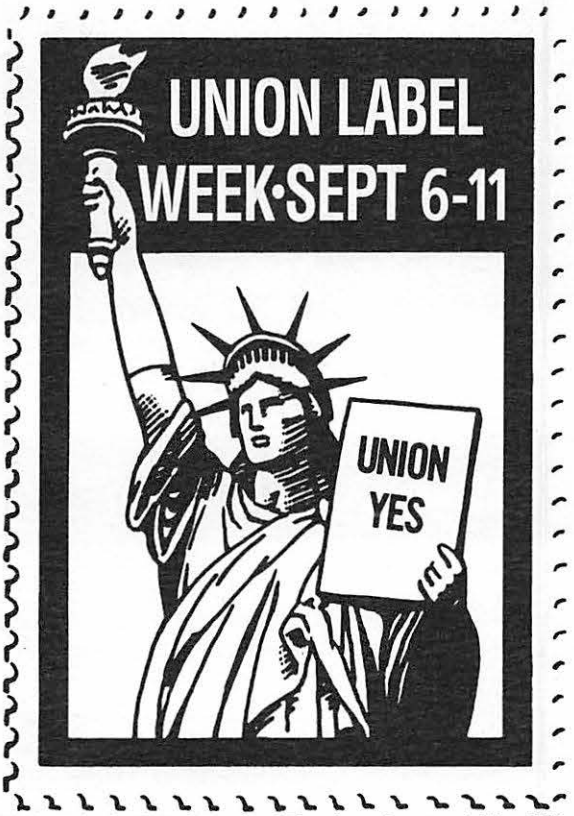
by Charlie Mercer, President
Union Label & Service Trades Department, AFL-CIO

It should go without saying that practically every worker in the United States, its territories and possessions enjoys a long weekend off the first weekend in September-Saturday, Sunday and Monday-the Labor Day weekend.

Workers who make cars, airplanes, steel and clothing, who process and package the groceries we buy; the butcher, the baker, even the candlestick maker. They and millions more in hundreds of other industries have Labor Day off.

It's been that way longer than any of us can remember. It's as American as apple pie.

It's not that way, however-and it never has been-for the tens of thousands of workers who sew clothing that carries the "Made in the USA" label in factories in the U.S. Commonwealth of the Northern Mariana Islands (Saipan).



Union Label & Service Trades Dept., AFL-CIO

There's no Labor Day holiday for them, no day off with or without pay. No garment worker in Saipan celebrates, or probably even knows about Labor day, one contact there reported. They get none of the USA holidays off, paid or otherwise, though at some factories there might be days off for the çhinese New Year and for China's Spring Festival, another experienced Saipan-hand said.

Most of the garment workers are from China, and have paid thousands of dollars to indenture themselves to the factories. Most factories are Asian-owned or managed and use foreign-made cloth. Under loopholes in current U.S. law, they ship clothing labeled," Made in USA" valued at more than $1-billion a year to the U.S. duty free, costing taxpayers an estimated $200-million a year.

Prominent members of both major U.S. political parties have introduced and are supporting bills in both the U.S. Senate and House of Representatives that would go a long way toward correcting those two abuses by the Saipan garment industry. They are titles the "Made in USA Label Defense Act of 1999" (S.922 in the Senate; H.R.1621 in the House).

They would do nothing about the dearth of holidays for the indentured foreign workers in Saipan, but they would forbid continued use of the "Made in USA" label on clothing made there and they would end the duty-free status of Saipan-made goods shipped to retailers in the United States.

The bills have the strong support of labor, business and consumer groups acting as the Take Pride in America Coalition, formed through the initiative of the Union Label and Service Trades Department, AFL-CIO.

You can identify your members of Congress and determine if they are supporting the bills and, if not, urge them to do so by logging on to the Coalition's page of the Internet: www.takepride.org. Printed information and preprinted postcards are available from the following address:

The Union Label Department
815 16th Street, NW
Washington, DC 20006
Phone: (202)628-2131
Fax: (202)638-1602

Seven Year Contract Ratified by METRA Members

BRS members working for the Northeast Illinois Regional Railroad Corporation (METRA) have voted overwhelmingly to ratify a new seven-year Agreement. The retroactive agreement provides wage increases of three percent retroactive to January 1, 1999 with 3.0 percent annual increase adjustments from 2000 through 2004 and a 2.5 percent signing bonus of 1998 earnings with a $1,000.00 minimum payment. The new agreement contained no rules concessions while the Carrier continues to cover full National Health and Welfare provisions including all dental and vision care benefits.

Also included was a $500.00 per year 401(K) contribution for each BRS member, a 20-minute paid meal period for all gangs and the new agreement established skill-pay for Signalmen and above while initiating pay increases on the hourly rates-of-pay for Signal Maintainers, Lead Signalmen/Maintainer, Foreman and Signal Electronic Technicians.

Metra members work within the Metropolitan Chicago Area and provide time sensitive services under extremely demanding conditions" said International Vice President, J. L. Mattingly, "their continued dedication to the commuting public's safety and efficient transportation needs coupled with their high level of skills help to insure they win the wage and benefits increases they so richly deserve."

"Metra members work within the Metropolitan Chicago Area and provide time sensitive services under extremely demanding conditions"

The new contract runs through December 31, 2004. However, either party may serve a new contract notice after April 1, 2004. International Vice President, J. L. Mattingly, Chicago Metropolitan General Committee, General Chairman, Mike Owens and Local 183 member Timothy M. Tarrant negotiated the contract.

METRA has numerous job openings for Signalmen in the Chicago, Illinois area. Successful applicants may be required to fill any journeyman, construction crew or maintainers positions. Current rates of pay are $20.63 per hour for Signalmen and $4394.00 for a monthly rated maintainer.

In addition to the National Vacation Agreement and National Health Insurance plans after one year, Signalmen of METRA receive 5 personal days and 3 sick days per year. There is also a 100 percent tuition reimbursement program.

Interested applicants should mail, fax or e-mail their resume to:

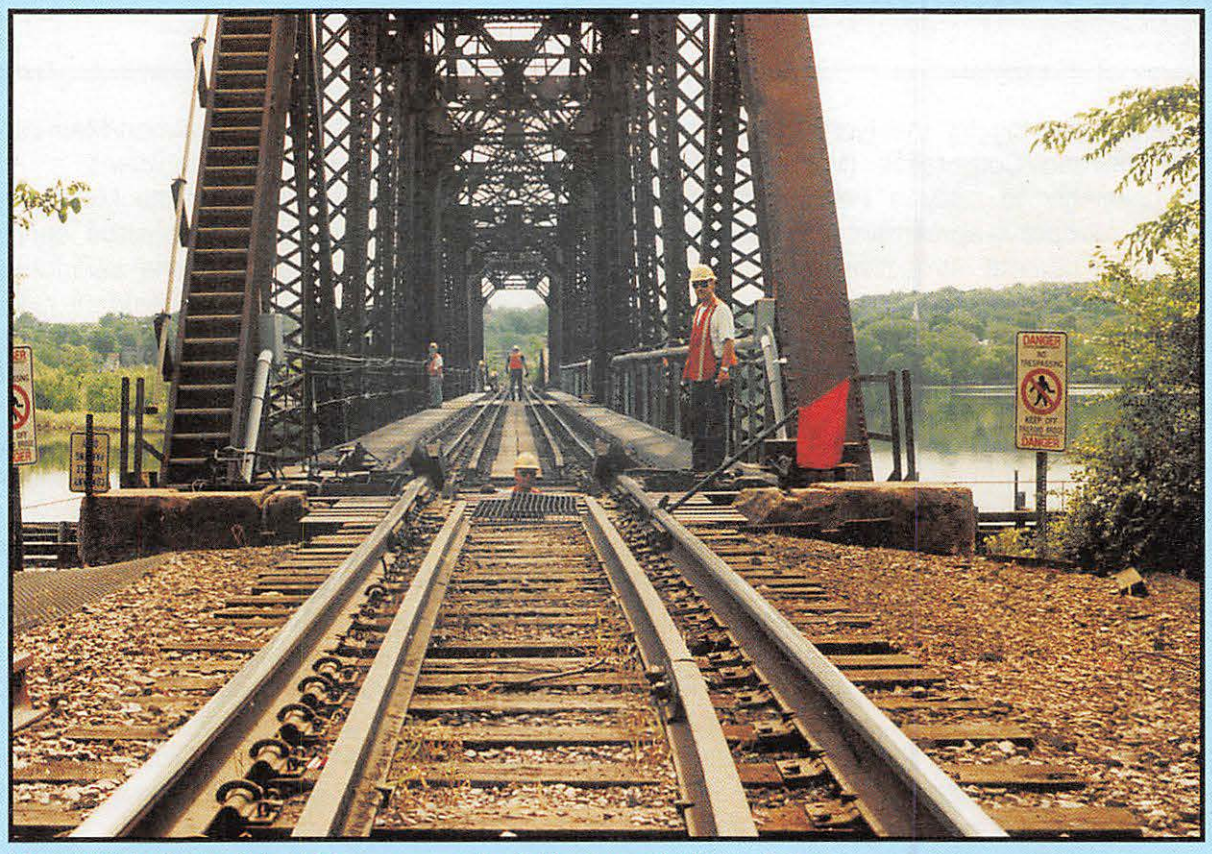
Mr. Tom Blum
Manager Employment Administration
c/o METRA
547 West Jackson Blvd., 12th Floor East
Chicago, Illinois 60661

Fax: (312)322-8952

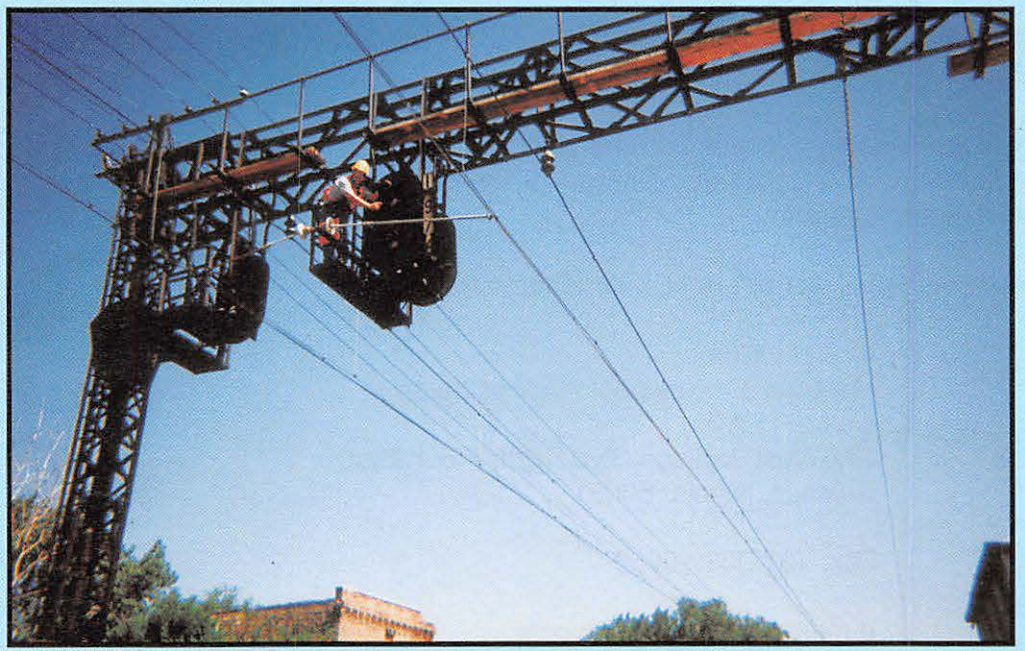
e-mail: tblum@metrarr.com

Equal Opportunity Employer, minorities, females, veterans and individuals with disabilities are encouraged to apply.

PHOTO CONTEST



Steve Mahuta and Joel Rasmussen installing proximity switches.
Photo submitted by: David J. Eifealdt, Local 168.



Signal Construction Crew 2 working on Signal bridge—cable renewal—M.E.D.
Photo submitted by: Cesar Alvarez, Local 183.

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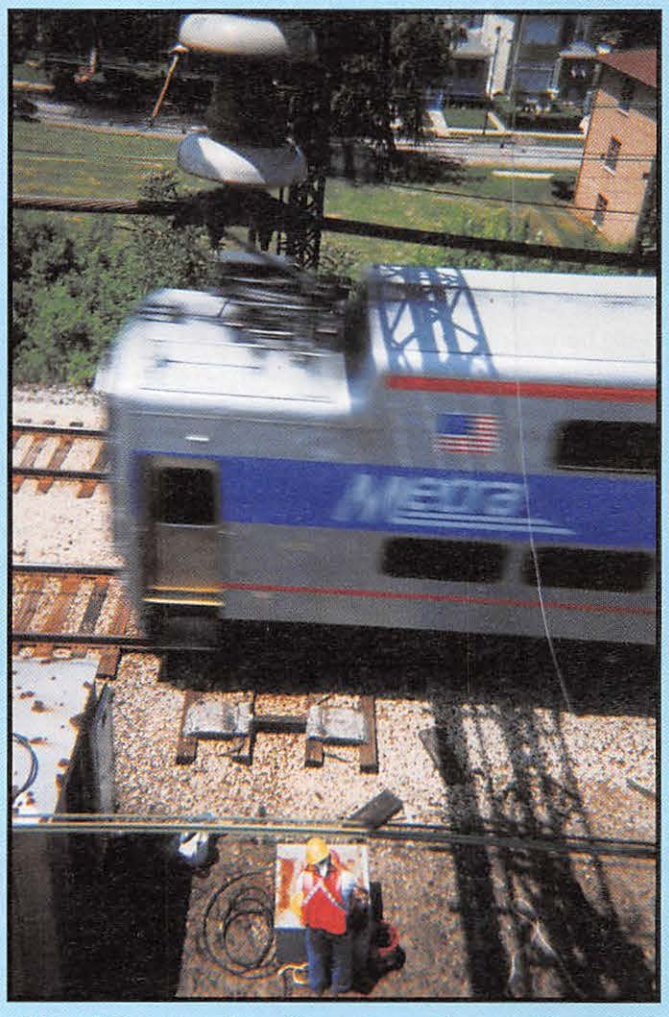
perator Jack Denny, left to right: E.A. Blacketer, ely and M.L. Eldridge installing cantilevers and chanisms at Ash Street, Terra Haute, IN. ***ubmitted by: Dan Norman, Local 25.***

kkanen, Joel Rasmussen and rgan working at control bungalow bridge. ***Photo submitted by: Eifealdt, Local 168.***

M.L. Eldridge, in the air, and R.A. Blacketer, on the ground installing cantilevers and gate mechanisms at Ash Street, Terra Haute, IN. ***Photo submitted by: Dan Norman, Local 25.***



Signal Construction Crew 2 working on Signal bridge—cable renewal—M.E.D. ***Photo submitted by: Cesar Alvarez, Local 183.***

New Benefit Year for Railroad Unemployment and Sickness Benefits

A new benefit year under the Railroad Unemployment Insurance Act began July 1, 1999. Administered by the U.S. Railroad Retirement Board, this Act provides two kinds of benefits for qualified railroaders: unemployment benefits for those who become unemployed but are ready, willing and able to work; and sickness benefits for those who are unable to work because of sickness or injury. Sickness benefits are also payable to female rail workers for periods of time when they are not able to work because of pregnancy and childbirth.

The following questions and answers describe these benefits, their eligibility requirements, and how to claim them.

1. What is the daily benefit rate payable in the new benefit year beginning July 1, 1999?

Almost all employees will qualify for the new maximum daily benefit rate of $46, which increased from $44 under indexing provisions reflecting the growth in average national wages. Benefits area generally payable for days of unemployment or sickness in excess of four in biweekly claim periods, which yields $460 for each two full weeks of unemployment or sickness. However, sickness benefits resulting from other than on-the-job injuries are subject to tier 1 railroad retirement payroll taxes for the first six months after the employee last worked.

2. What are the eligibility requirements for railroad unemployment and sickness benefits in the new benefit year?

To qualify for normal railroad unemployment or sickness benefits, an employee must have had railroad earnings of at least $2,312.50 in calendar year 1998, not counting more than $925 for any month. Those who were first employed in the rail industry in 1998 must also have at least five months of creditable railroad service in 1998.

Under certain conditions, employees with 120 or more months of railroad service who do not qualify on the basis of their 1998 earnings may still be able to receive benefits in the new benefit year. Employees with 120 or more months of service who receive normal benefits in the benefit year ending June 30, 1999, may be eligible for extended benefits, and employees with 120 or more months of service might qualify for accelerated benefits if they have rail earnings of at least $2,424 in 1999, not counting earnings of more than $970 a month.

3. How long are these benefits payable?

Normal unemployment or sickness benefits are each payable for up to 6 weeks in a benefit year. The total amount of each kind of benefit which may be paid in the new benefit year cannot exceed the employee's railroad earnings in a calendar year 1998, not counting earnings of more than $1,195 per month.

If normal benefits are exhausted, extended benefits are payable for up to 13 consecutive weeks to employees with 10 or more years of service.

4. What is the waiting-period requirement for unemployment and sickness benefits?

Benefits are normally paid for the number of days of unemployment or sickness over four in 14-day claim periods. However, during the first 14-day claim period in a benefit year, benefits are only payable for each day of unemployment or sickness in excess of seven which, in effect, provides a one-week waiting period. Separate waiting periods are required for unemployment and sickness benefits. But, only one seven-day waiting period is required during any period of continuing unemployment or sickness, even if that period continues into a subsequent benefit year.

Initial sickness claims must also begin with four consecutive days of sickness.

5. Are there special waiting-period requirement if unemployment is due to a strike?

If a worker is unemployed because of a strike conducted in accordance with the Railway Labor Act, benefits are payable for days of unemployment during 14-day claim

periods after the first claim period, but no benefits are payable for days of unemployment during the first 14 days of the strike.

If a strike is in violation of the Railway Labor Act, unemployment benefits are not payable to employees participating in the strike. However, employees not among those participating in such an illegal strike, but who are unemployed on account of the strike, may receive benefits after the first two weeks of the strike.

While a benefit year waiting period cannot count toward a strike waiting period, the 14-day strike waiting period may count as the benefit year waiting period if a worker subsequently becomes unemployed for reasons other than a strike later in the benefit year.

6. Can employees in train-and-engine service receive unemployment benefits for days when they are standing by or laying over between scheduled runs?

No, not if they are standing by or laying over between regularly assigned trips or they missed a turn in the pool service.

7. Can extra-board employees receive unemployment benefits between jobs?

Yes, but only if the miles and/or hours they actually worked were less than the equivalent of normal full-time work in their class of service during the 14-day claim period. It would also depend on the employee's earning.

8. How would an employee's earnings in a claim period affect his or her eligibility for unemployment benefits?

An earnings test is applied to unemployment claims. If a claimant's earnings for days worked and/or days of vacation or paid leave, in a 14-day claim period are more than a certain indexed amount, no benefits are payable for any days of unemployment in the period. However, that claim can be used to satisfy the waiting period. Earnings include pay from railroad and nonrailroad work, as well as part-time and self-employment. Earnings also include pay that an employee would have earned except for a failure to mark up or report for duty on time, or because he or she missed a turn in pool service or was otherwise not ready or willing to work. For the benefit year that began July1999, the test amount is $925, which corresponds to the base year monthly compensation amount used in determining eligibility for benefits in the new benefit year. For example, two employees who have already served initial waiting periods file identical claims which include nine days of unemployment and five days of employment during the same 14-day claim period. However, the first employee had earnings of $950 for the five days of employment in that claim period, while the second employee had earnings of $850. Because the first employee's earnings exceeded $925, no benefits are payable for any days of unemployment during this claim period. However, the second employee would be eligible for five days of benefits.

9. How does a person claim unemployment benefits?

In order to receive unemployment benefits, claimants must obtain an application from their labor organization, employers, local Railroad Retirement Board office or the Board's web site at www.rrb.gov. The completed application should be mailed to the local Board office as soon as possible and, in any case, must be filed within 30 days of the date on which the claimant became unemployed or the first day for which he or she wishes to claim benefits. Benefits may be lost if the application is filed late.

However, only one application need be filed during a benefit year even if a claimant becomes unemployed more than once. In that case, the claimant must request a new claim form from a Board office within 30 days of the first day for which he or she wants to claim benefits.

The local Board office reviews the completed application and notifies the claimant's current railroad employer, and base-year employer if different. The employer has the opportunity to provide information about the benefit application. After the Board office processes the application, biweekly claim forms are mailed to the claimant as long as he or she remains unemployed and eligible for benefits. Claim forms should be signed and mailed on or after the last day of the claim. The completed claims must be received by a Board office within 15 days of the end of the claim or the date the claim was mailed to the claimant, whichever is later.

10. An application for sickness benefits can be obtained from railroad labor organizations, railroad employers, any Board office or the Board's web site. An application and a doctor's statement of sickness are required at the beginning of each period of continuing sickness for which benefits are claimed.

The Board suggests that employees keep an application on hand for use in claiming sickness benefits, and that family members know where the form is kept and how to use it. If an employee becomes unable to work because of sickness or injury, the employee should complete the application and take or send it to his or her doctor for

completion of the statement of sickness. If the employee is too sick to complete the application, someone else may do so. In such cases, a family member should also complete the "Statement of Authority to Act for Employee," which accompanies the statement of sickness

After completion, the forms should be mailed to the Board's headquarters in Chicago by the seventh day of the illness or injury for which benefits are claimed. After the Board receives the application and statement of sickness and determines eligibility, biweekly claim forms are mailed to the claimant for completion and return to a Board field office for processing. The claim forms must be received at the Board within 30 days of the last day of the claim period, or within 30 days of the date the claim form was mailed to the claimant, whichever is later.

11. Is a claimant's employer notified each time a claim for unemployment or sickness benefits is filed?

The Railroad Unemployment Insurance Act requires the Board to notify the claimant's current employer each time a claim for benefits is filed, and to give the employer an opportunity to submit information relevant to the claim before the Board makes an initial determination on the claim. The Board must also notify the claimant's base-year employer each time benefits are paid to a claimant. The base-year employer may appeal the decision to pay benefits. The appeal does not prevent the timely payment of benefits. However, a claimant may be required to repay benefits if the appeal is successful.

12. How long does it take to receive payment?

Persons who file an application for benefits may expect to receive a claim form, or a decision on their application, within 15 days of the date they file their application. When they file for biweekly claims, they may expect to receive a payment, or a decision on a claim, within 15 days of the date a Board office receives the claim form. However, claims for some benefits may take longer to handle than others if they are more complex, or if a Board office has to get information from other people or organizations. If this happens, claimants may expect an explanation and an estimate of the time required to make a decision.

Claimants who think a Board office made the wrong decision about their benefits have the right to ask for review and to appeal. They will be notified of these rights each time an unfavorable decision is made on their claims.

13. How are payments made?

Railroad unemployment and sickness insurance benefits are paid by Direct Deposit. With Direct Deposit, benefit payments are made electronically to an employee's bank, savings and loan, credit union or other financial institution. New applicants for unemployment and sickness benefits will be asked to provide information needed for Direct Deposit enrollment. Waivers are available to individuals who determine that Direct Deposit would cause hardship, and to individuals without bank accounts.

14. How can claimants receive more information on railroad unemployment or sickness benefits?

Claimants who want more information about unemployment or sickness benefits should contact the nearest Board office. Most Board offices are open to the public from 9:00 a.m. to 3:30 p.m., Monday through Friday. Claimants can find the address and phone number of the Board office serving their area, and also get information about their claims and benefit payments by calling the toll-free RRB Help Line at 1-800-808-0772. The RRB Help Line is an automated telephone service available 24 hours a day, 7 days a week. Callers to the RRB Help Line who want information about their unemployment or sickness claims and benefits payments need a Personal Identification Number (PIN), which is printed on the back of each claim form.

In addition, information on the benefit requirement, customer service standards, field office locations, and other topics can be accessed through the Board's web site.

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► Electronic Workers
ENTERTAINMENT/RECREATION
BLACK ENTERTAINMENT TELEVISION
BET cable television, Action payperview, BET on Jazz
► Electrical Workers
REGAL CINEMAS
Chain of 250 movie theaters: "Regal Cinemas" & "Cobb Theaters"
► Stage Employees & Moving Picture Technicians
FOOD/BEVERAGES
CALIFORNIA TABLE GRAPES
Table grapes that do not bear the UFW label on their carton or crate
► Farm Workers
DIAMOND WALNUT CO.
Diamond brand canned and bagged walnuts and walnut pieces
► Teamsters
FARMLAND DAIRY
Milk sold under the Farmland Dairy label in stores in Connecticut, New Jersey and New York
► Teamsters
MT. OLIVE PICKLE CO.
Pickles and relishes sold under the Mt. Olive and other labels, including the Food Lion and Harris Teeter supermarket "house" labels
► Farm Labor Organizing Committee
FURNITURE
STRAITS FURNITURE CO.
Jackson, Miss., manufacturer of entertainment centers, dining-room and bedroom furniture. Brands include: Canbrough Oak Collection, Downing Street Collection, Cherry Creek Collection, Hood, Straits
► Electronic Workers, Furniture Workers Division
TRANSPORTATION/TRAVEL
ALITALIA AIRLINES
Air transport for passengers and freight
► Machinists
BEST WESTERN-GROSVENOR RESORT
Hotel in Lake Buena Vista, Fla.; located at Disney World, but separately owned and operated
► Hotel Employees & Restaurant Employees
CROWN CENTRAL PETROLEUM
Gasoline sold at Crown, Fast Fare and Zippy Mart stations and convenience stores
► Paper, Allied-Industrial, Chemical & Energy Workers
FOUR POINTS BY SHERATON
Hotel in Waterbury, Conn.
► Hotel Employees & Restaurant Employees
HOLIDAY INN SUNSPREE HOTEL
Hotel in Kapaa, Hawaii
► Longshore & Warehouse Union
NEW OTANI HOTEL & GARDEN
Hotel in downtown Los Angeles
► Hotel Employees & Restaurant Employees
OTHERS
CF&I STEEL and OREGON STEEL MILLS, INC.
Steel, including rod, bar, rail, pipe and steel plate
► Steelworkers
WELLS FARGO and NORWEST BANKS
Wells Fargo has branches in Arizona, California, Colorado, Idaho, Nevada, New Mexico, Oregon, Texas, Utah and Washington; Norwest has branches in Arizona, Colorado, Indiana, Iowa, Minnesota, Montana, Nebraska, Nevada, New Mexico, North Dakota, Ohio, South Dakota, Texas, Wisconsin and Wyoming
► Steelworkers
R.J. REYNOLDS TOBACCO CO.
Cigarettes: Best Value, Camel, Century, Doral, Eclipse, Magna, Monarch, More, Now, Salem, Sterling, Vantage, and Winston; plus all Moonlight Tobacco products
► Bakery, Confectionery, Tobacco Workers & Grain Millers
UNION LABEL AND SERVICE TRADES DEPARTMENT, AFL-CIO

Richard R. Foley, 1951–1999

The Brotherhood of Railroad Signalmen mourns the death of International Secretary-Treasurer Richard R. Foley who passed away suddenly, on Sunday, June 27, 1999.

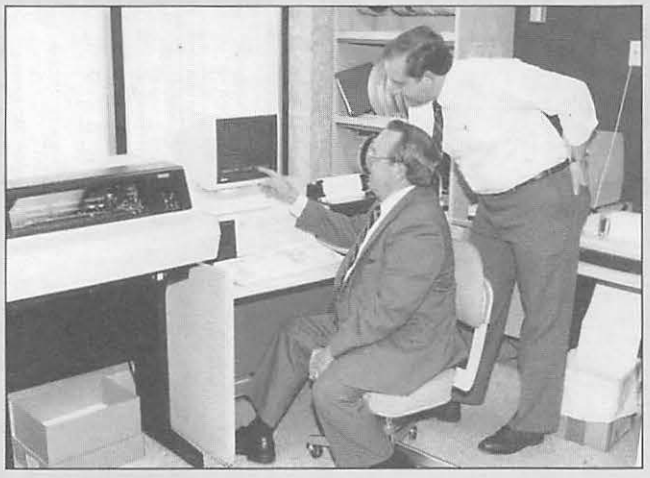
A native of Kansas, Foley, the son of Mrs. Emma Martyand the late Don Foley, was born in Oakley on September 25, 1951. He graduated from Wallace Co. High School at Sharon Springs in 1969 and attended Fort Hays State University, graduating in 1973 with a Bachelor of Science degree in Biology.

Brother Foley began his railroad career with the Union Pacific Railroad on January 21, 1974, at which time he was hired in the signal department. In September of 1976 Brother Foley was promoted to the position of Signalman and during the next eight years he held the successive positions of Signal Foreman, Interlocking Repairman, and CTC Carrier Maintainer.

Brother Foley was active in the union while on the Union Pacific, he was elected Local Chairman of Local 8 in 1981. He also served as Chairman for the Board of Trustees on the Union Pacific General Committee. He was appointed to the full-time position of Grand Lodge Representative in 1984 and effective October 1, 1987, President V. M. Speakman, Jr. with the approval of the Grand Executive Council appointed Brother Foley as Vice President assigned to the National Railroad Adjustment Board. Brother Foley was first elected to the office of Secretary-Treasurer in 1988 at the 44th Regular Convention of the BRS in Lake Buena Vista, Florida. He was subsequently re-elected at the next three conventions and held the position for 11 years until his death.

"Richard served this organization well. He was willing to make the hard decisions concerning BRS finances and accepted the responsibility of those decisions. Richard was one of my most constant supporters and his leadership and friendship will be sorely missed not only by this organization, but by all of rail labor" said BRS International President, W. "Dan" Pickett.

Brother Foley was active in the Boy Scouts of America, The Masonic Lodge and the Trinity United Methodist Church of Mount Prospect. He is survived by his wife, Glenda and their son, Sean.



Brother Foley was instrumental in the development of the computerized system in use at Grand Lodge.

OBITUARIES

CLAUDE W. AKERS-retired member of LOCAL 77. Brother Akers retired in 1988 after 39 years of service with the Norfolk-Southern Railroad. He was a Relay Operator at Roanoke, Virginia at the time of retirement.

K.E. BRADRICK-retired member of LOCAL 21. Brother Bradrick retired in 1980 after 34 years of service with the Kansas City Terminal Railway Co. He was a Signal Maintainer at Kansas City, Missouri at the time of retirement. Brother Bradrick served as a Recording/Financial Secretary.

ROBERT F. BURKE-retired member of LOCAL 85. Brother Burke retired in 1988 after 32 years of service with the G..M.&O, I.C.G, C.M&W Railraods. He was a Signal Maintainer at Bloomington, Illinois at the time of retirement. Brother Burke served as a Recording-Financial Secretary.

WILLIAM J. DOYLE-retired member of LOCAL 213. Brother Doyle retired in 1983 after 42 years of service with the New York Central & Penn Central Railroads and Conrail and Metro-North. He was a Signalman in New York at the time of retirement.

VINCENT A. DRURY-retired member of LOCAL 183. Brother Drury retired in 1980 after 32 years of service with the Rock Island Lines. He was a Signal Shop Foreman at Silvis, Illinois at the time of retirement. Brother Drury served as a Local Chairman.

HAROLD L. FRIZZELL-retired member of LOCAL 226. Brother Frizzell retired in 1988 after 41 years of service with the Soo Line Railroad. He was a Signal Maintainer at Chillicothe, Missouri at the time of retirement.

THOMAS J. GILMORE-retired member of LOCAL 92. Brother Gilmore retired in 1971 after 48 years of service with the Southern Pacific Railroad. He was a Signal Maintainer at Davis, California at the time of retirement. Brother Gilmore served as a Local President.

DENNIS D GRISSOM-retired member of LOCAL 94. Brother Grissom retired in 1968 after 47 years of service with the B & O Railroad. He was a Signal Maintainer at Mitchell, Indiana at the time of retirement.

RICHARD O. MORRIS-retired member of LOCAL 10. Brother Morris retired in 1982 after 32 years of service with the Pennyslvania, Penn-Central Railroads and Conrail. He was an Assistant Inspector Control Room at Central Union Terminal, Toledo, Ohio. Brother Morris served as a Chief Signalman for Local 149.

J.C. NESSELRODT-retired member of LOCAL 174. Brother Nesselrodt retired in 1989 after 39 years of service with the C&EI, Missouri and Union Pacific Railroads. He was a Signalman at Salem, Illinois at the time of retirement. Brother Nesselrodt served as a Recording-Financial Secretary and Local Chairman.

ALBERT G. PORTIS-retired member of LOCAL 72. Brother Portis retired in 1974 after 37 years of service with the Missouri-Pacific Railroad. He was a Signalman at Sedalia, Missosuri at the time of retirement.

DONALD R. RAY-retired member of LOCAL 188. Brother Ray retired in 1977 after 25 years of service with the Burlington Northern Railroad. He was a Signal Maintainer at Cheney, Washington at the time of retirement.

VERNON D. RUDE-retired member of LOCAL 163. Brother Rude retired in 1978 after 36 years of service with the Illinois Central Gulf Railroad. He was a Traveling Signal Maintainer at Olney, Illinois at the time of retirement. Brother Rude served as a Recording/Financial Secretary.

RAYMOND H. SAWYER-retired member of LOCAL 230. Brother Sawyer retired in 1991 after 47 years of service with the Gilford Transportation Railway Co. He was a Signal Foreman at System-ME-NH-Mass at the time of retirement. Brother Sawyer served as a Local President.

VICTOR LEE SCHUPPENHAUER-retired member of LOCAL 93. Brother Schuppenhauer retired in 1976 after 34 years of service with Conrail. He was a Signalman at Buffalo, New York at the time of retirement.

ROBERT G. SNYDER-retired member of LOCAL 75. Brother Snyder retired in 1980 after 40 years of service with the Delaware & Hudson Railroad. He was a Signal Maintainer Foreman at Catskill, New York at the time of retirement. Brother Snyder served as a Local Chairman and Local President.

RODNEY H. TUCKER-active member of LOCAL 179. Brother Tucker had 37 years of service with the Southern Pacific-Union Pacific Railroad. He was a Signal Maintainer at Reno, Nevada.

WALTER WINSTON WRIGHT-retired member of LOCAL 77. Brother Wright retired in 1976 after 40 years of service with the Norfolk & Western Railroad. He was a Division Leading Signal Maintainer at Lynchburg, Virginia at the time of retirement.

In Memorium
George G. Gross 1927 - 1999

George G. Gross, retired General Chairman for the Seaboard Coast Line General Committee, passed away on July 13 at the age of 71. Brother Gross joined BRS Local 84 on the former Atlantic Coast Line in 1957. He became Local Chairman in 1969 and one year later was named Chairman of the Atlantic Coast Line General Committee.

Brother Gross, originally from Wilmington, South Carolina, was working as a Signal Maintainer at Manchester, Georgia in 1973 when the Atlantic Coast Line and Seaboard committees were merged. He was elected General Chairman of the new SCL committee, moving into full-time BRS service as the combined committee's first chairman and retired in 1991 after 17 years as a full-time officer. The SCL committee honors Brother Gross by presenting an annual award in his name to a committee member whose actions reflect the principles of Brotherhood long exemplified by Brother Gross.

CONTINUOUS MEMBERSHIP

The Brotherhood of Railroad Signalmen, in recognition of BRS members' contributions to the Signalman's craft and their dedication to the principle of trade unionism, has established a Continuous Service program to honor longtime BRS members. Continuous service lapel pins are presented to members every five years, beginning with their 25th year of membership.

The following is a list of the members who recently received Continuous Service pins in recognition of their years as BRS members:

40 YEARS	LOCAL
J.W. Phillips	25
C.A. Roth	64
B.W. Meinzer	72
G.J. Stockwell	103
J.F. Stoner	105
J.L. Beene	117
G.D. Fortkamp	119
W.J. Theriot	121
D.D. Weber	154
M.W. Dahlstrom	154
F.D. Rosscup	155
J.D. Reich	168
W.B. Avery	188

35 YEARS	LOCAL
G.D. Miller	2
T.D. Lindsay	2
D.E. Smith	31
T.J. McCabe	40
T.L. Nelson Jr.	45
J.J. Bogan	58
E.J. Nagle	93
D.W. Korom	94
H.B. Simpson	94
R.J. Johnson	97
J.P. Miller	99
W.B. Thomas	104
F.C. Suddarth	104
R.G. Shank	105
D.W. Stoner	105
W.L. Button	108
D.J. Kohler	111
A. Paul	123
A.J. Chapman	126
T.G. Climer	129
A.L. Meader	154
J.S. Vorderbrueggen	188
L. Blackburn	188

30 YEARS	LOCAL
L.B. Earl	2
L.A. Bruckman	3
R.A. Orich	3
R. Rivera Jr.	8
J.A. Parker	8
B.R. Ford Jr.	8
J.M. Breedlove Jr.	8
F.J. Liberacki	9
P.J. Beck	10
R.W. Aldreich	14
I.L. Wilson	14
L.H. Capps	16
J.W. Tave	16
D.T. Reale	18
D.R. Hardy	19
G.R. Campeau	19
G.D. Pipppin	20
T.V. Snowden	20
R.W. Lefler	20
F.W. Henry	20
V.E. Jones	21
W.E. Anderson	24
R.L. Bashore	26
D.R. Smith	31
C.W. Bell	31
T.D. Tebbs Jr.	31
D.K. Battles	33
W.E. Van Sickle	35
KA. Langford	49
J.W. Pickle	49
J.E. Bennett	49
D.R. Hurst	51
B.L. Sparks	52
R.D. Bates	55
J.F. Crawford Sr.	59
R.D. Haynes	71
D.A. House	72
F. Biggers Jr.	72
R.L. Rhoads	72
R.J. Popp	72
R.W. Burns	72
H.E. Smith	72
F.A. Roy	72
J.J. Schumpp	76
C.G. Perkins	77
D.W. Bennett	77
E.L. Shrader	77
R.K. Looney	77
H. Liberatore	84
J. McCurry	84
V.E. Loffio	84
S.F. Slade III	86
R.S. White	89
R.E. Allen	91
W.E. Kannely Jr.	92
E.G. Roth	93
J.L. Morrow	94
G.T. Keefe	94
J.O. Chambers	94
A.P. Hunter	97
J.G. Nevins	99
W. Melancon	99
R.C. Rupp	103
L.E. Drake Jr.	103
C.E. Bradley	110
L.L. Neiman	119
B.D. Miller	119
J.J. Grosso	119
W. Wiltz	121
L.T. Miller	123
R.L. Banks	129
C.L. Petry	136
T.B. Rogers	137
H.L. Ethridge	137
A.L. Strader Jr.	138
L.D. Walker	141
R.R. Cunningham	141
B.Y. Swift Jr.	148
F.H. Sauer	154
K.D. Gefroh	154
W.L. Huff	154
B.A. Nichols	154
D.S. Eisenzimmer	154
G.A. Schisler	155
D.K. Bradshaw	157
D.V. Duff	157
J.M. Ellis	157
D. Martinez	160
W.H. Little	173
W. Lee Jr.	179
F.A. Dickie	179
D.V. Butenschoen	183
J.T. Ohnstad	188
L.W. Winn	191
A.R. Hall	225
R.E. Laude	225
P.F. Kaminski	225
R.F. Harrington	225
K.J. Warren Jr.	225
G.T. Schaning	227
T.F. Tighe	228
D.T. Rees	228

25 YEARS	LOCAL
D. Edwards	2
T.J. Marchitto	5
G.R. Kies	8
R.G. Stoner	8
J.T. McMahon	8
J.W. Witt	8
J.H. Holmstedt	8
J.G. Niehues	8
J.A. Glasser	8
D.E. Kramer	8
K.B. Steinlage	8
J.L. McVay	8
R. Montoya	8
S.M. Fish	8
D. Haag	9
H.O. Rode Jr.	10
L. Pawlowski	10
R.M. Dangler	10
J.W. Kart	10
L.R. Fitch	10
R. Askins	11
B.T. Branham	13
K.C. Lustig	14
J.N. Childers	16
C.R. Jackson	16
K.R. Lamb	16
F.P. McMullen	16
R.L. Scott	16
S.D. Schmidt	16
R.E. Sowell	16
L.G. Shipes	16
A.W. Williamson	16
G.D. Nelson	20
J.R. Hall	21
S.D. McKnight	26
T.J. Wertz	26
J.E. Moss III	26
D.M. Boston	28
J.L. Kopp	28
R.D. Gutheridge	28
R.S. Gross	28
W.T. Chrusciel	28
J.L. Britton	28
M.L. Heck	31
R.C. Schmidt	39
E.M. Willenborg	41
E.W. Cogdill	42
F.E. Sichra	43
B.J. Ward	43
R.G. Fritz	48
D.L. Smith	49
S.A. Thornton	49
J.E. Patton	49
M.L. Hollon	52
R.P. Couser	52
D.L. Decknadel	52
M.W. Hardman	52
E.L. Luttrell	52
D.H. Otis	52
T.M. Weil	52
R.W. West	52
V.M. Speakman Jr.	52
G.T. Sindelir	52
T.L. Hedges	52
J. Pichalski Jr.	52
K.J. Ruot	55
G.L. Mitchell	55
A.A. Salvemini	56
A.M. Maniscalco	56
T.P. Jones	56
D.P. Hamma	56
C.G. Fedorow	56
A. Greci	56
M. Babiak	56
G.L. Schaefer	56

25 YEARS	LOCAL (con't.)
J.G. Hollis	56
T.H. Meyer Jr.	56
J.J. McGonagle	56
J.W. Casey	56
D.A. Rotondo	56
E.H. Francis	56
V.P. Martell	57
P.M. Lingsch	57
J.P. Knowles	58
G. Uhles	60
F.D. Fifield	62
R.L. Lamey	62
J.A. Couser	64
J.S. Stepanian	68
M.E. James	68
M.E. Fullgraf	68
K.D. OíHare	68
F.A. Boswinkle	68
R.L. Ericson	72
D.C. Whinery	72
S.H. Sawicki	76
J.F. Jankowski	76
O.B. Bloomfield	77
D.A. Lewis	77
R.W. Johnson	77
R.D. Brown	77
T.D. Earl	84
D.H. Korman	84
A.F. Lill	84
J.J. Regan	86
R.W. Pritt	89
W.D. Wakely	93
W.E. Smith	98
R.P. Scott	99
M.L. Lawrence	99
C.W. Huebel	99
J.W. Bennett	99
D.L. Alexander	103
R.J. Reynolds	104
D.E. Sweigart	105
J.L. Delozier Jr.	105
C.R. Lintvedt	111
V.T. Palmer	111
S.T. Carolan	111
C.F. Flores	111
D.R. Wallace	126
W.G. McFerron	129
D.C. Clements	129
R.L. Vest	129
R.J. Kapuscinski	130
W.D. Chapman	136
D.W. McCloud	136
H.L. Hughes	136
H.L. Hawkins	141
R.A. Ballachino	141
R.B. Dean	150
L.J. Eich	154
C.G. Hildebrant	154
C.J. Oksanen	154
K.R. Dunkle	154
H.J. Harwick	154
D.D. Nowling	154
R.L. Carlson	154
D.G. Wucher	154
J.E. Myers	155
J.B. Anderson	155
J.D. Copple	155
G.E. Wells	155
H.E. Bessent	156
C.A. Brady	161
G.L. Herd	161
S.E. Roberson	161
T.R. Newman	173
T. Johnson	179
J.O. McArthur	179
E.D. Eddy	179
M.J. Reilly	183
C. Neace	183
L. Barnes Jr.	183
C.E. Frank	185
M.S. Cowan	188
R.G. Edwards	198
P.J. McLean	206
J.R. Tyson	206
W. Whitehead	215
R.A. Sagar	216
T.J. Wirth Jr.	225
D.R. Woodard	226
R.R. Epstein	227
W.H. Hendrickson	228
L.A. Holmer	228
W.A. Barrows	228
M.D. Vogt	228

A Helping Hand: Financial Assistance for Families of Deceased Railway Employees

The John Edger Thomson Foundation

The John Edgar Thomson Foundation, established in 1882 and endowed by the will of Mr. Thomson, third President of the Pennsylvania Railroad, offers limited financial aid to daughters of a deceased parent. The parent must have been in the active employ of any railroad in the United States at the time of death, although the cause need not be work-related. Whatever grant is awarded usually services to benefit all members of the family.

The monthly allowance made under the grant may cover the period from infancy to age 18; under certain circumstances, to age 22, to assist grantees who are pursuing higher education goals. The Foundation also offers special health care benefits.

Funding for the work of the Foundation is completely independent of any railroad. It neither solicits nor receives funds from the public. Further information and applications may be obtained by writing to:

Shelia Cohen, Director
The John Edgar Thomson Foundation
201 S. Eighteenth Street, Suite 318
Philadelphia, PA 19103
Telephone & Fax: (215) 545-6083
(800) 888-1278

Most Railroad Employees are Not Prepared to Deal with Injury or Death

According to the Federal Railroad Administration, in 1995, almost 11,000 on duty employees were injured and 34 were killed while working on America's railroads. While most workers hope that they are never added to these statistics, the reality is that it can happen to anyone.

If it happens to you, do you know your rights under the F.E.L.A. and are you prepared for what will come next? Ask yourself the following questions:

1. What will the railroad do for me?
No matter how congenial your relationship has been with the railroad company, this much is certain: the minute an injury occurs on the railroad, your interests and the interests of the railroad company become absolutely opposed to each other.

Typically the first action taken by the railroad is to get a claim agent in front of the injured worker or decedent's family. While the claim agent may appear friendly and personable, their sole purpose is to save the railroad money. If an injury is a very minor one, employees probable do not have a lot to lose by handling it with the local claim agent. However, if an injury is serious, or the full extent of an injury is unknown, employees may be risking a great deal.

BEWARE: Employees who fail to take action to protect themselves at the time of an injury may be putting themselves in the position of the lamb who accepted the wolf's invitation to dinner.

2. Should I Sign or make a statement?
A STATEMENT IS EVIDENCE THAT WILL BE USED AGAINST YOU. Injured employees are NOT required by union contract or other means to give a statement to the claim agent.

Except for the Accident Report, do not make any other statements, either orally or in writing, as to how the accident occurred, until you have been fully advised by your attorney. Most union agreements with the railroads specifically provide that an employee is entitled to representation even in an 'investigation.' Even if no such union provision exists, the Federal Employers' Liability Act gives an injured employee the right to have representation in any and all aspects of his claim. The amount of many claims has been defeated or sharply reduced because injured workers sign statements, fill out forms or make reports which they do not carefully read or fully understand.

3. Am I qualified to fill out a company injury report?
REMEMBER–ALWAYS READ THE REPORT FIRST AND KEEP A COPY OF ANYTHING GIVEN TO A CLAIM AGENT. Employees frequently sign reports without reading or understanding the trick wording buried in some of the questions.

Such questions often include 'weasel-words' that are used to prove an accident was not the fault of the railroad or any of its employees. They also include hidden phrases which attempt to downgrade a worker's injury.

These reports include many questions about fault, blame, and defects in equipment. The following are examples of questions found in these reports:

- Did equipment and/or tools cause or contribute to the cause of the accident?
- Did working conditions cause or contribute to the cause of the accident?
- Did other persons cause or contribute to the cause of the accident?

Was anything wrong with the equipment or work area which led to your accident? Was the accident caused by the conduct of any person other than yourself? Could you, by more care on your part, have prevented your injury?
What defects were involved? None ( ) Machinery ( ) tools ( ) Structures ( ) Equipment ( ) Other Defects.

When a personal injury report is completed, employees may not be aware of specific defects that caused or contributed to an injury. Such defects, unsafe conditions or actions may very well be revealed only through an attorney's investigation. Consequently, employees should not answer "No" to questions if they don't really know the answer. In doing so, the railroad will contend that, since there was nothing wrong with tools, machines, equipment or working conditions, and no one else did anything wrong, it is not liable for damages.

When in doubt about defects, unsafe working conditions, or the possibility that someone else acted improperly, it is perfectly acceptable to answer "presently unknown." If a question is incorrectly answered "No" and an issue later develops that some defect did cause or contribute to an accident, the employee may have a great deal of difficulty explaining their initial answer and the fact that the answer has 'changed.' Answering these questions incorrectly can seriously affect an employee's chances of a fair recovery.

It is recommended that employees consult with their union representative or legal counsel before they fill out the company personal injury report.

4. Will I face disciplinary action?
Injured workers should keep in mind that they are entitled to receive their just and full compensation under the provisions of the Federal Employers' Liability Act. Always consult with your union or union-approved legal counsel when the railroad threatens you with disciplinary action after you have suffered an injury at work.

5. Will I lose my job?
Injured workers are entitled, if possible, to continue on their job and not be forced into retirement. In some instances, the railroads try to get rid of disabled workers by pressuring them into taking inadequate disability pensions. The companies thus avoid their own legal responsibility and unload their obligations onto the Railroad Retirement Fund. Disabled workers, as a result, often fail to receive

decent support during the remainder of their lives.

6. Will the railroad bring safety rule violation charges against me?
It has become common practice for railroad companies to bring safety rule violations on employees when they are injured. This is intended to do nothing more than harass and intimidate employees. DO NOT LET THESE TACTICS INTIMIDATE YOU.

Under the F.E.L.A., disciplinary actions and allegations of rule violations cannot be used as a defense.

7. Am I qualified to evaluate the railroad's fault and my own, and to assign comparative percentages?

8. Am I qualified to prove railroad negligence caused or contributed to my accident and injuries?
The railroad is not going to pay a fair amount unless an injured employee can prove the company was negligent. The minute an employee is injured or killed, highly trained people will investigate the facts, take photographs and look to the law to show a situation favorable to the railroad company.

9. Am I qualified to prove that a locomotive defect, safety appliance defect, or a safety order violation caused or contributed to my accident, thereby enabling me to recover the total damages rather than just a small percentage?

10. Do I understand the stature of limitations and what the railroad can do during this time period?
Claim agents often tell employees not to rush into anything because they have a 3-year time period. While there is a 1-to-3-year's limit depending on the defendant involved, the claim agent is more than likely buying time to build a defense. During this time, you should have legal professionals working for you. Facts must be properly documented before equipment is moved or destroyed or witnesses forget what they saw or heard. Any delay in helping yourself may very well be giving the railroad an advantage that cannot be overcome.

11. Does the claim agent decide how much compensation I may receive?
NO. Except for very small claims, this decision is made at corporate headquarters by people who view employees as a cost item affecting company profits.

12. Am I qualified to value my claim, or know whether the offer I receive from the claim agent is fair?
Railroad workers have often been led to believe that they are only entitled to ìcompensationî when they are injured on the job. Most railroad claim department agents usually inform workers that 'compensation' is a percentage of the time or wages lost. This is not true and may prove costly to the worker who believes it.

When an employee is injured or killed and the railroad is at fault in causing the accident, he or his survivors are entitled to recover more than the time or wages lost.

There are several elements involved in assessing damages. They include lost wages, pain & suffering, future wage loss, medical expenses and permanency of the injury. The simplest calculation is lost wages. However, unless an employee has a thorough understanding of the severity of the injury as it will affect earning capacity and lifestyle, it is best to contact designated legal counsel to calculate the losses.

13. Am I an experienced negotiator?
The railroad is! In most instances, the claim agent will ask an injured employee for a settlement figure before making an offer. This is a negotiating game. With very few exceptions, the agent's offer will be considerably less than the railroad will actually pay.

14. Am I qualified to assess my own injuries?
Injuries are real and unless an employee has attended medical school, chances are the severity of an injury is difficult to determine. Employees should never feel embarrassed or intimidated into feeling that accidents don't happen or the resulting injuries are "nothing." According to the Federal Railroad Administration, the top 10 injuries in 1995, as reported by railroad companies were:

Type of Injury	#Reported
1. Back Sprains/Strains	2,027
2. Torso Sprains/Strains	813
3. Knee Sprains/Strains	607
4. Ankle Sprains/Strains	541
5. Finger Cuts	467
6. Head Cuts	400
7. Arm & Hand Sprains/Strains	325
8. Knee Bruises	259
9. Finger Fractures	245
10. Arm & Hand Cuts	223

Source: Federal Railroad Administration
Never self-diagnose your injury. There is an old Chinese proverb that says, "Sometimes, little kittens grow up to be ferocious tigers." Many so-called minor injuries become major problems down the road. At first, the doctor may treat you for a pulled muscle and you think that you'll be back to work in a couple of weeks. Later it is discovered that you have A blown disc and are facing major surgery and may not be able to return to your regular employment.

15. Am I able to determine when to settle MY F.E.L.A. claim?
In a rush to put some money in their pocket, employees sometimes settle claims before their injuries are fully healed or before the full extent of their injuries has been determined? Without a proper medical evaluation and consultation with designated counsel, this could prove to be the biggest mistake an injured employee can make.

Remember, once an injury claim is settled with the railroad, it is completed and can't be reopened. At the time of settlement the employee signs a broad release which releases the company from any and all claims the employee has for all know injuries. Once the release is signed, the only way it can be reversed is in the case of fraud by the company or where there is a mutual mistake of fact by both parties.

16. Am I being fair to myself and my family by letting the railroad investigate my accident while I do nothing to protect my interests?

If you aren't sure about any of these questions, CONSULT YOUR UNION REPRESENTATIVE OR UNION DESIGNATED LEGAL COUNSEL IMMEDIATELY.

SIGNALMAN'S STORE

CLOTH EMBLEM of BRS logo has white letters with red and black border, steam and diesel locomotives and green-over-red searchlight signal. Ideal for hats and jackets!

COASTERS are 3-inch diameter plastic with full-color BRS logo.

BRS MASTER NATIONAL AGREEMENT BOOK contains the basic provisions of national agreements negotiated with U.S. railroads and the BRS. The loose-leaf binder with 2-inch rings makes it easy to update or add additional materials, such as local agreements.

SIGNAL TRAINING COURSE as developed by Canadian National Ry., is used in signal training programs by many U.S. railroads. This modern premier training manual contains 4 volumes and 31 sections in one 3-inch binder. (copyrighted)

HISTORY OF THE BRS, "*The First 75*" as written by the late A.E. Lyon, who was BRS president 1934-1945. Contains the Brotherhood's history from its formation in 1901 through 1976. BRS members will enjoy reading about their Brotherhood's history and development.

BELT BUCKLE made of solid brass with BRS logo.

KEY TAGS made of solid brass with BRS logo and bound leather backing.

LAPEL PIN/TIE TACK has the BRS searchlight signal logo with outline and letters in gold. 5/8" in diameter. Makes an ideal hat pin!

DECALS have the BRS searchlight logo and are available in two diameter sizes - 2" & 4". The 2" decals have a reflective image of the BRS searchlight signal and are the perfect size for hard hats. The 4" decals have a non-reflective image of the BRS searchlight signal and are the perfect size for windows and bumpers. These pressure-sensitive decals are long-lasting and easy to apply.

GOLF CAPS have the BRS cloth colorlight emblem stitched into the front. Made of medium-weight cotton, they have an adjustable head band and come in six attractive colors (White, Black, Red, Grey, Brown Camouflage and Green Camouflage).

GOLF SHIRTS are made of a cotton/polyester blend and have the BRS colorlight logo embroidered in red and green.

WINDBREAKERS made of lightweight red nylon, have the cloth BRS colorlight emblem, two slash pockets, elastic wrist band and a bottom drawstring.

SPORTS-STYLE JACKETS have a medium-weight polyester/cotton blend shell with a nylon lining, elastic wrist and waist bands. Embroidered four-color BRS emblem. Available in light grey only.

WOOL/LEATHER BRS JACKETS have a heavyweight wool shell, a nylon lining, with leather sleeves and collar. Embroidered four-color BRS emblem. Available in black only.

Minimum order accepted is $15.00 (U.S. Funds)

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Item		Quantity Ordered	Price Each	Total $
Cloth Emblems			$2.50	
Coasters			.35	
BRS Master National Agreement (loose-leaf binder)			10.00	
Signal Training Course CNEdition-4 volumes with binder			50.00	
History of the BRS *"The First 75"*			10.00	
Belt Buckle			12.00	
Key Tags			7.00	
Lapel Pin/Tie Tack			4.50	
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Non-Ref. Decals	4-inch		.25	
Camouflage Golf Caps	Brown		9.00	
	Green		9.00	
Golf Caps	White		9.00	
	Black		9.00	
	Red		9.00	
	Grey		9.00	
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	Large		19.00	
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Windbreakers	Small		22.50	
	Med.		22.50	
	Large		22.50	
	X-Large		22.50	
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	Large		45.00	
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TOTAL AMOUNT ENCLOSED				

BRS DESIGNATED COUNSEL

When Signalmen suffer a work-related injury or illness, BRS members or their families are encouraged to determine their rights and benefits under the Federal Employers' Liability Act before agreeing to any settlement with the railroad employer. The Brotherhood of Railroad Signalmen has designated the attorneys listed in this directory to serve as qualified counsel for BRS members in employee injury cases covered by FELA.

ALABAMA
W.C. Tucker Jr.
Lucas, Alvis & Walsh
Two Chase Corporate Drive
Suite 460
Birmingham, AL 35244
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Fax (205) 733-8683

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The Crow Law Firm
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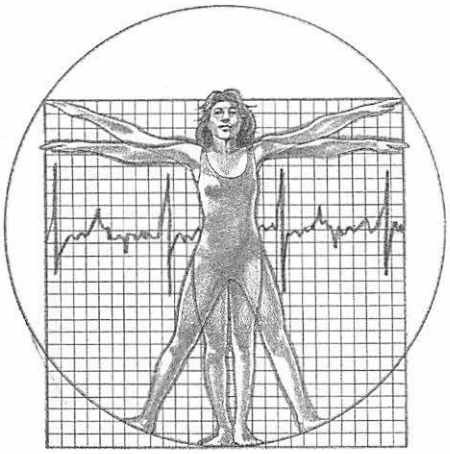
Fax (202) 298-9194,
800-747-6266

BENEFITS DIRECTORY

Where to file claims for all United HealthCare Insurance policies except Plan D:

United HealthCare Railroad Claims
P.O. Box 30985
Salt Lake City, UT
84130-0985

1-800-842-5252



Where to file claims for United HealthCare Plan D (Under Policy GA-23111):

All claims under GA-23111, Plan D, will be processed in United HealthCare's Salt Lake City office. The new address and telephone number is:

United HealthCare
P.O. Box 30404
Salt Lake City, UT
84130-0404
1-800-809-0453

MetLife Policy GA-23000
Life Insurance Claim Information
MetLife
P.O. Box 6122
Utica, NY 13504-6122
1-800-310-7770

United HealthCare Policy GA-23000
Patient Advocate Program:
1-800-842-4555
United HealthCare Silent Witness Program
To report suspected billing fraud:
1-800-666-FRAUD

Aetna Managed Care Membership Services
P.O. Box 7064
Dover, DE
19903-1512
1-800-842-4044

Mental Health and Substance Abuse Benefits
For treatment, claims or inquiries call:
Value Behavioral Health
(VBH)
800-934-7245
(800-934-RAIL)

Supplemental Sickness Benefits under Group Policy No. R-5000
Where to file claims:
Provident Insurance Co.
Group Railroad Claims
P.O. Box 180135
Chattanooga, TN 37401-7135
1-800-542-4231
Fax: (615) 499-3429

Dental Benefits under Group Policy No. GP-12000
Where to file claims:

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Grand Rapids, MI 49501-0120
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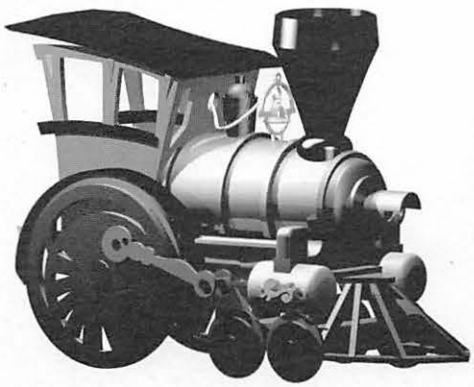
Retail pharmacy network provides medication for acute, short-term care. Mail-order prescription service provides medication for chronic, long-term care. Managed Pharmacy Benefit is available to members covered under United HealthCare Plans GA-23000, GA-23111 Plan D, and GA-46000.

Merck-Medco Rx Services
1-800-842-0070



For Sale: Jim Beam Collectors' Decanter Train Set. Ten cars, including engine and caboose, plus some track. $500.00. Send inquires to: Robert Urban, 808 Quail Park East, Cleburne, Texas, 76031. Phone: (817) 517-5898.

Wanted: Anything and everything from the following railroads: Chicago & Alton, Alton, Missouri Pacific, MK&T, MP, and the GM&O. Please write: Robert Jones, 1114 S. Park, Sedalia, Missouri, 65301. Or E-mail: robertj@murlin.com

Wanted: Switch keys, locks, lanterns and other railroad collectibles from the CB&Q, GN, NP, SP&S, SL&SF and AT&SF. Send inquires to: Jeff S. Gilchrist, P.O. Box 631, Washtucna, WA, 99371-2464.

Wanted: Blue globe for kerosene lantern or lantern with blue globe. Send inquiries to: Joseph J. Hussey, 241 Akiba Road, Stroudsburg, Pennsylvania, 18360 or phone: (717) 620-0258.

Wanted: Locomotive Engineer/Collector is looking for any old signal publications, railroad and signal company manuals. Also any old signal hardware such as relays, searchlight or semaphore mechanisms and complete signals. Send inquiries to: Denny Dollahon, 5249 Vener Avenue, Sacramento, California, 95841-2140.

Wanted: Dwarf colorlight signal, US&S style N-2 or GRS type ME signal head. Also UPRR signal training course manuals wanted. Send inquiries to: Bob Cuozzo, Route 2 Box 75-1, Muldrow, Oklahoma, 74948.

To Sell: Eight piece set of the 1988 "Classic American Trains" plates by Artifacts Limited. Send inquiries to: Tom Duffy, 420 S.W. Bell Avenue, Des Moines, IA, 50315. Phone: 515-288-2412.

Members who are interested in finding, trading or selling railroad memorabilia may place an ad consisting of 50 words or less with their name, address and phone number. Ads are free to members and will be published on a space permitting basis.

Those members interested in placing an ad can send their correspondence to: The Signalman's Journal, 601 W. Golf Rd., P.O. Box U, Mt. Prospect, IL, 60056.

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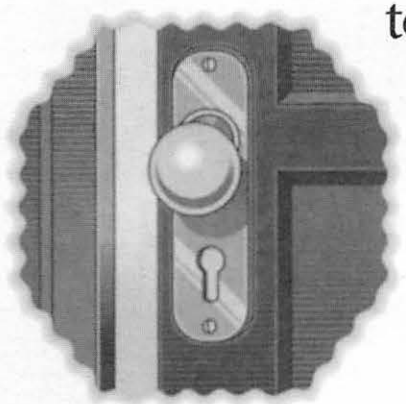

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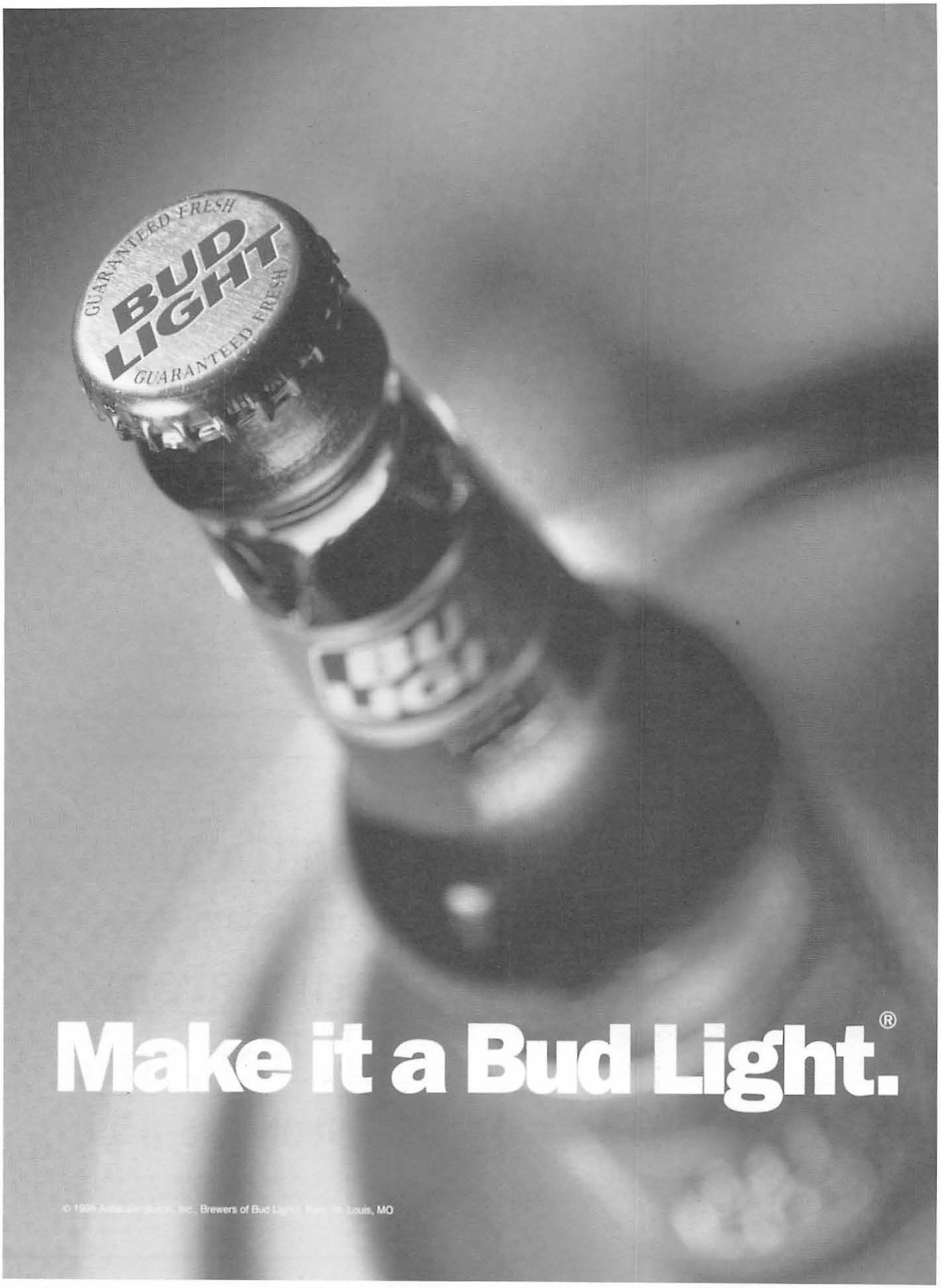
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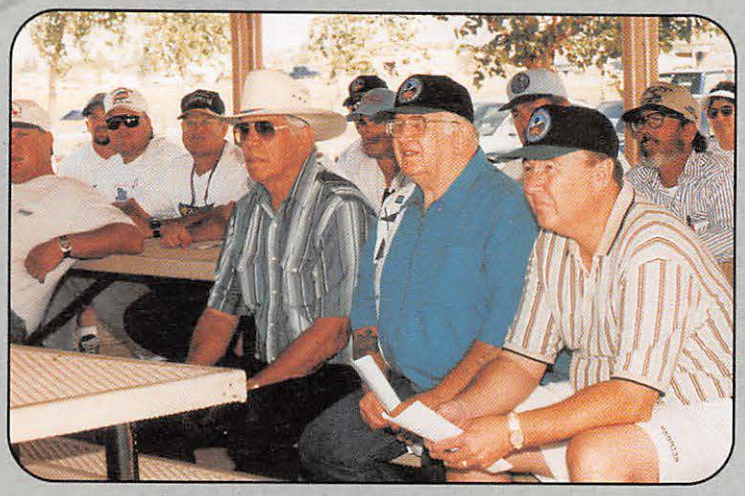
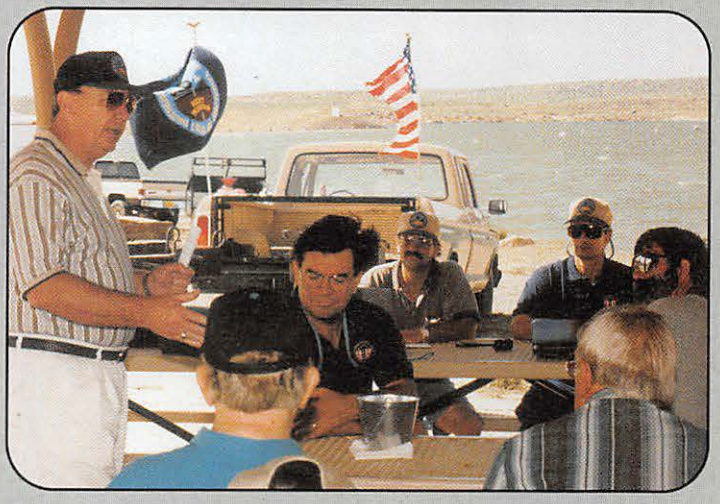


Local 161



Local 161

LOCAL MEETINGS

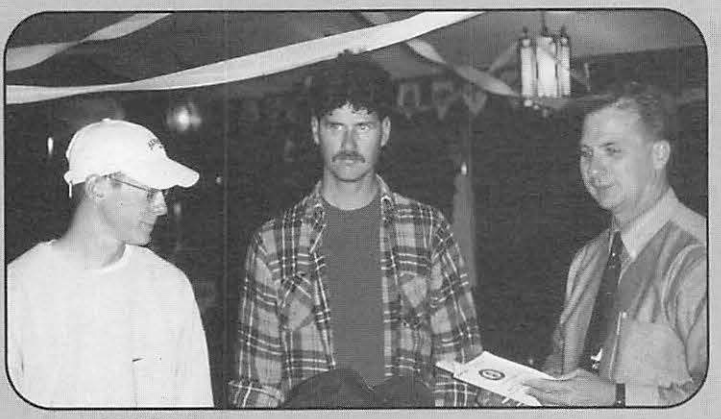
Local 161

Locals 191-51

Local 161

Local 226

Local 132



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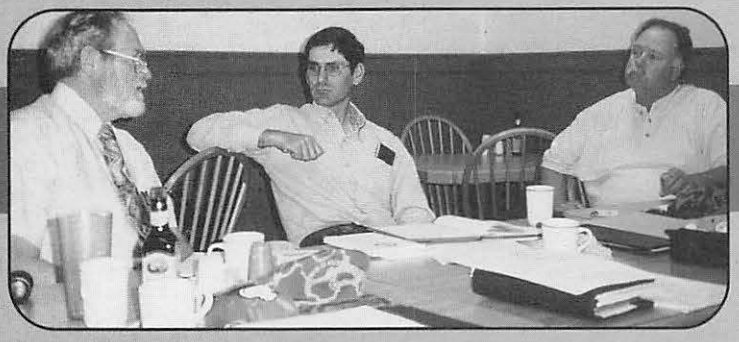
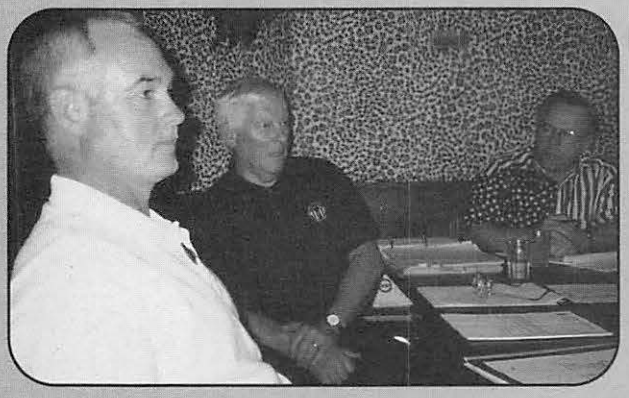


Local 46

LOCAL MEETINGS

Local 46



Local 72

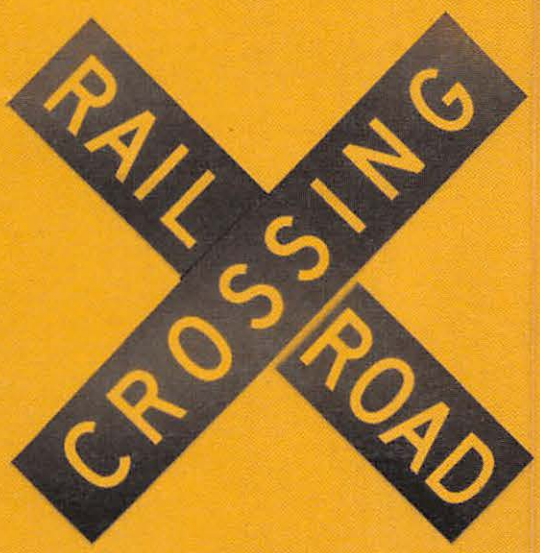
Local 72

Local 132

Local 97

Local 97

If Signs Could Talk, Here's What Ours Would Say:



"There's not always a crossing gate. A lot of times, there aren't even flashing lights. But whenever you see me, there's a very good chance that there will be a train. So you should act like I'm a YIELD sign. And when you see me at a highway-rail crossing, slow down, look and listen. If you do see or hear a train, then stop. And remember, at most of the highway-rail crossings in America, I am the only warning you have."

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